OLD GEORGETOWN

(DISTRICT OF COLUMBIA)

BY

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Reprinted from the
RECORDS OF THE COLUMBIA HISTORICAL SOCIETY, Vol. 11, 1908

PRESS OF
THE NEW ERA PRINTING COMPANY
LANCASTER, PA
1908

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By HUGH T. TAGGART.

(Read before the Society, May 13, 1907.)

George-Town, "on the Patowmack," was ushered into existence under an Act of the General Assembly of Maryland, passed in the year 1751, a quarter of a century before the province ceased to be a loyal dependency of the British Crown: it progressed and prospered to such an extent that the rank and dignity of an incorporated city was conferred upon it, in the year 1789, by the General Assembly of the independent State; soon thereafter it became a part of the district which was selected by President Washington for the permanent seat of the Federal Government, under the authority of an act of cession by the State to the United States. This district, designated originally the "Territory of Columbia," became known later as the "District of Columbia."

As town and city, it existed for a period of one hundred and twenty years, during which it was under the dominion successively of three sovereigns, the King of Great Britain, the State of Maryland and the United States. Its charter was repealed in the year 1871, by an Act of Congress which provided for a municipal government with jurisdiction over the entire District of Columbia; the act, however, provided that that portion of the District which was within the limits of the former municipality should still continue to be known as the City of Georgetown, and that its laws and ordinances should continue in force until repealed; but by the sweeping provisions of a further Act of Congress, passed in

1895, even these remnants of its legal identity were obliterated and so far as it was possible to accomplish it by legislation that identity was destroyed. The act declared "the title and existence of Georgetown as a separate and independent city by law" to be abolished; and that all that portion of the District embraced within the bounds of and constituting the city of Georgetown should be no longer known "by the name and title in law of the City of Georgetown, but the same shall be known and shall constitute a part of the City of Washington, the Federal Capital;" all general laws, ordinances and regulations of the City of Georgetown were repealed and the general laws, ordinances and regulations of the City of Washington substituted for them, and it provided that the nomenclature of the streets of Georgetown and the numbering of its squares or blocks should be made to conform to those of the City of Washington.

The changes effected by this legislation of Congress have been such that there is, at the present time, little or nothing to indicate to the casual observer that a city had existed on the west side of Rock Creek, for almost half a century, before the City of Washington was located; nevertheless, the annals of the city that was must always form an interesting chapter in the history of the National Capital of which it now forms part, and in that of the District of Columbia, within which both cities existed, side by side, for eighty years.

Georgetown, from the historical standpoint, seems to have been a neglected subject until the year 1859. In that year the Rev. Thomas B. Balch delivered two lectures under the title of "Reminiscences of Georgetown, D. C.," which were printed: and in the year 1878 Mr. R. P. Jackson published the "Chronicles of George-

town." Both of these gentlemen have paid the debt of nature, leaving the community under a debt of gratitude to them for having rescued from oblivion and perpetuated many facts in the history of the town.

While in the present contribution a number of facts in the early history of Georgetown have been collected which may be added to those related by the gentlemen named, and this was mainly its purpose, the scope of the paper has been enlarged by the mention of events, some of which happened in this region before Georgetown became a speck on the landscape of the continent, and all of which have a bearing more or less direct upon the history of the entire District of Columbia. The narrative of these facts and events is given without special regard to orderly method in their presentation, and without attempt at rhetorical embellishment or literary finish, but, notwithstanding the writer realizes its shortcomings in these and other respects, he is consoled in some degree by an observation of Professor Freeman in the introduction to his work on American Institutional History "that even the researches of the dullest antiquary have their use."

Early Navigators of the Potomac.

The honor is popularly ascribed to Captain John Smith of having been the first man of European race to explore the Potomac River, and to contemplate in the region which includes the site of the District of Columbia, the wealth of forest, flowers, animal life and other glories displayed by nature before she had felt the withering touch of civilization; yet there is nothing in the writings of Smith to indicate that his exploration of the river had been extended to the vicinity of the first or Little Falls. He makes no mention of

this absolute barrier to further navigation; it is, in fact, apparent from his map that this portion of the river was laid down upon it from narration and not from actual exploration.

It seems also to be historically demonstrable that he had been preceded many years before by the Spaniards, who had sailed up the river at least as far as the place we now know as Occoquan, and that to the river they had given the name of Espiritu Santo.

It is an interesting story gleaned from the Spanish archives by Buckingham Smith and narrated by Shea, the Catholic historian, in a paper read by him before the New York Historical Society, several years ago. A tall, well-formed brave, the brother of a native chieftain, who was the ruler of Axacan, upon the occasion of a visit to the river by a Spanish vessel, was persuaded by the Spaniards to accompany them upon their return to Mexico, which, at the time, had been conquered and was under the government of the Viceroy, Don Luis de Velasco.

The Indian from the shores of the Potomac upon his arrival at the City of Mexico was taken under the Viceroy's patronage and was solemnly and with great pomp baptized in the Cathedral; he took the name of his patron, was educated in the Spanish language and instructed in the Christian religion, and in the course of time was sent to Spain, where he spent several years.

In the year 1566 the famous Spanish admiral, Pedro Melendez, dispatched a vessel bearing thirty soldiers and two Dominican fathers to establish a station at Axacan. This party, having no taste for a laborious mission and becoming alarmed over anticipated dangers, forced the captain to return; then the Jesuits resolved to embark in the enterprise which had been abandoned by the Dominicans and four years later

Father Segura, Vice-Provincial, accompanied by some younger members of the society, set sail for Axacan, at which they arrived on September 10, 1570. The Indian, Luis de Velasco, at this time well advanced in years and a man, grave and intelligent, thoroughly conversant with Spanish affairs and to all appearances a sincere Christian and friend of the Spaniards, had volunteered to accompany the missionaries and made every promise as to the security of their persons.

It was thought that with the presence, active interest and support of Luis, no guards would be needed, and as soldiers would be a detriment to the mission, the missionaries determined to trust themselves entirely in the hands of the Indians. For a time after their arrival Luis remained with them, but, being once more upon his native heath, his original nature reasserted itself; his old instincts and habits returned; the veneer of his Christian civilization proved to be but thin and easily effaced; "he became Indian with the Indians rather than Spanish with the Spaniards," and he finally forsook the missionaries altogether.

The latter being reduced to great straits for food during the winter, three of their number were sent to make a last appeal to Luis for assistance. He made many excuses for his absence and sought to beguile them with promises. As they were departing sadly from the Indian village, convinced of his insincerity, they were attacked and slain and their bodies horribly mutilated by the savages. Four days after this, Luis, arrayed in the gown of one of the murdered priests, and attended by his brother and a war party, armed with clubs and bows, appeared before the quarters of the survivors, who knelt at their rude altar and calmly awaited their fate; at a signal from Luis they were massacred. The bodies of Father John Baptiste Se-

gura, Brothers Gabriel Gomez, Peter D. Linares, Sancho Lorallos and Christopher Redondo, and of their Indian attendants, who were also slain, were buried beneath their chapel.

In the spring a vessel bearing supplies for the missionaries anchored off Axacan: the Indians sought to lure on shore those on board by pointing to men arrayed in the garb of the missionaries, standing some distance away; but treachery was suspected from the fact that these did not approach nearer and join in the demonstrations of welcome. The Spaniards weighed anchor and sailed away, taking with them two of the Indians whom they had seized and from whom the fate of the missionaries was learned.

Melendez, having heard the report, sailed at once for the Bay of St. Mary's, as the Chesapeake was called by his countrymen, for the purpose of chastising the murderers: he ran up the Espiritu Santo or Potomac and landed with a band of armed men, unfurled the flag of Spain and pursued and captured many of the Indians. To them he announced that he would not harm the innocent and demanded that Luis be delivered up; but that fiend had fled to the mountains. Eight others, who had been concerned in the killing, were sent by Melendez on board his vessel and hung at the yard arm. "After this summary piece of justice," says Shea, "the founder of St. Augustine, with his mail-clad force, embarked and the Spanish flag floated for the last time over the land of Axacan." He adds: "So ends the history of the first settlement of white men on the soil of Virginia. The walls of the Capitol at Washington might well be adorned with a painting of a scene which occurred almost in sight of its dome—the founder of St. Augustine, the butcher of Ribault, the chosen commander of the Invincible Armada, as he stood, surrounded by his

grim warriors, planting the standard of Spain on the banks of the Potomac."

Later researches indicate that there was a still earlier settlement of white men in Virginia than that made in the year 1570 at Axacan on the Potomac.

A great exposition is in progress to-day at Hampton Roads in commemoration of the three hundredth anniversary of the English settlement at Jamestown, but even here the English seem to have been preceded by the Spaniards. The Century Dictionary and Cyclopedia (1894–5) states that on May 13, 1607, the first permanent English settlement in the United States, situated on the James River, in James City County, Virginia, was made upon the site of the Spanish settlement of San Miguel, founded by Lucas Vasqueth de Ayllon, and who died there on October 18, 1526. Ayllon, it is said, was a Spanish lawyer and a Judge of the Audience of Santo Domingo from 1509.

"In 1519, he was sent by the Audience to Cuba, to prevent Velasqueth, Governor of that island, from interfering with the expedition of Cortes in Mexico, but was unsuccessful. In 1520, he secured a license to explore the coast of Florida, and sent a caravel there under the command of Gordilla. Satisfied by his reports, Ayllon went to Spain, received a royal Cédula to explore and settle eight hundred leagues of coast, and, after sending a preliminary expedition under Pedro de Quexos (1525), he sailed for Hispaniola in June, 1526, with three ships and people for a colony. After running along the coast, he fixed his settlement called San Miguel, where the English afterwards founded Jamestown, Virginia. There he died of a fever, and quarrels in the colony led to its abandonment."

From "The Catholic Church in Colonial Days," one of Mr. Shea's works, it appears that the vessels of

Ayllon carried "six hundred persons of both sexes with abundant supplies and horses"; that entering the Capes of the Chesapeake, he ascended a river and established a colony at Guandape, giving it the name of St. Michael, "the spot being by the testimony of Ecija, pilot-in-chief of Florida, that, where the English subsequently founded Jamestown."

Ecija, Pilot Mayor of Florida, whose office had possession of the Spanish charts and derroteros of the coast, was sent in 1609 to discover what the English were doing.

In regard to the mission on the Potomac, Mr. Shea states that no document exists by which the precise location of Axacan is shown, but he advances several reasons in favor of the theory that it was at Occoquan, the principal one of which is the resemblance of the latter name to the Spanish Axacan. In addition to the reasons given by him there are others which tend to establish almost conclusively the correctness of this theory as to the location.

The grammarians inform us that the letter "j" in the Spanish has always a guttural sound, like the English "h" strongly aspirated, and like the guttural sound of "ch" in the German words "nacht" and "nicht"; and that the letter "x" in the old Spanish had two very different sounds: the one exactly the same as the Spanish "j" and the other that of the English "x" in "tax." Thus, though in Spanish "Mejico" is the common spelling of "Mexico" and "Tejas" that of "Texas," the pronunciation would be the same if the words were spelled either way. If we apply the rule to Axacan we have "Ajacan," *Achacan* which makes such a close approach to Occoquan as to be almost identical in sound.

Furthermore, Occoquan appears to be a corruption

in a slight degree of *Achaquin,* in which latter name we easily recognize the Spanish *Ajacan.* I have in my possession a map showing the Potomac River and its tributary streams, prepared by Moll, a London geographer, and, although it bears no date, there is reason to believe that it made its appearance early in the first half of the eighteenth century. Upon this map the name of Occoquan, as we spell it now, does not appear, but a stream is located upon it relatively about where Occoquan should be, which stream bears the name of "Achaquin."

There are other features of this map worthy of note: upon it the Anacostia River or Eastern Branch is indicated, but it is not named; the main river above the mouth of the Anacostia is shown upon it as a long but otherwise insignificant stream, to which is given the unromantic but suggestive name of "Turkey Buzzard Run"; to the point at the Arsenal is given the name of "Turkey Buzzard Point"; that point continued to be known as "Turkey Buzzard Point" down to the time when the federal capital was laid out; it then became known as "Young's Point," taking the name from Notley Young, the owner of the land; it was later called "Greenleaf's Point," after James Greenleaf, a large purchaser of lots in the new city, many of which were located in its vicinity; finally it took the name it now bears, Arsenal Point, from the military uses to which it was put by the government.

Two islands appear on this map in Turkey Buzzard Run, just above its confluence with the Anacostia, which are called the "Anacostian Islands"; one of these we have no difficulty in recognizing as the present Analostan or Mason's Island, and the other as the island which formerly existed at the Virginia end of the Long Bridge, called at one time "Holmes' Island" and later "Alexander's Island."

In this connection I may add that several years ago I saw in the clerk's office of Fairfax County Court a plat which it is probable had been prepared prior to the Revolutionary War with the object of enlightening the Court as to the pretensions of the parties to an ejectment suit, and which showed a profile of the river on the Virginia side from a point below the Four Mile Run as far up as the present Aqueduct Bridge. Upon the map the two islands are delineated: the lower one bears the name of "Holmes' Island" and the one above it, viz., Analostan or Mason's Island, bears the name of "My Lord's Island." Whether the latter took this name from "My Lord Baltimore," the owner under the patent for Maryland of the land on this side of the river, or from "My Lord Fairfax," the owner under the patent for the Northern Neck of Virginia of the land on the other side, might be made the subject of a curious historical controversy involving the ancient, long-continued and but recently settled dispute between Maryland and Virginia as to the boundary line between them on the Potomac. The records of the Virginia Land Office show that as early as the year 1669, the island was so known. On October 21 of that year a patent was issued to Robert Howsing (Howson), for a tract of 6,000 acres described as lying "in the freshes" of the Potomac River and as having for its beginning a red oak standing by a small branch or run nearly opposite an island "commonly called and known by the name of My Lord's Island."

Analostan Island obtained still another name, viz., "Barbadoes," through a survey made of it by the colonial authorities of Maryland for Captain Randolph Brandt on the twenty-ninth day of April, 1682, and through the patent granted to him for it by Lord Baltimore. It is described in the certificate of survey and

patent as "an island lying in the Potomac River over against Rock Creek, in Charles County, commonly called or known by the name of Analostian Island, containing by estimation seventy-five acres. To be held of Zachiah Manor, called Barbadoes."

On the Rent Rolls of Lord Baltimore the tract is carried as "Barbadoes" and is described as an island commonly called "Anacostian Island"; from which it appears that in early days it went indifferently by either name, "Analostian" or "Anacostian."

It passed into the possession of George Mason by a deed from Francis Hammersley dated August 28, 1777, hence the name "Mason's Island."

To whom "Turkey Buzzard Point" was first indebted for its name cannot now be ascertained, but the name had its origin prior to the year 1673, for it so appears upon the map published in that year, prepared by Augustine Herman, a Bohemian, and one of the early settlers upon the Eastern Shore of Maryland. Upon Herman's map Occoquan appears as "Achquin," the middle *a* having been doubtless inadvertently omitted. The name appears again as "Achquivin" on a map in Speed's "Theater of the Empire of Great Britain," published in 1676. These and other old maps preserved in the Congressional Library present a seductive field of investigation to the student of local history; but it is impracticable to consider them in greater detail in a condensed sketch, such as the present occasion will only admit.

I shall mention but one other—Senex's map of 1719—inscribed to the Earl of Orkney and published in London in a work entitled "A New General Atlas," between pages 240 and 241, and to this reference is made for the purpose of correcting an apparently erroneous impression which prevails as to the location of

the town of the Anacostan Indians. Neill and others, to whom we are indebted for sketches of the early history of Maryland and Virginia, locate these Indians upon and near the site of the city of Washington; and the fact that the river which still bears their name is on the Maryland side of the Potomac would seem to strongly support the propriety of thus locating them. Senex's map locates them, however, on the Virginia side of the river, and that he is right in so doing is apparently confirmed by the act of the Assembly of Virginia passed in 1653, prescribing the bounds of Westmoreland County, in that province, viz., "from Machoactoke River, where Mr. Cole lives; and so upwards to the falls of the great river of Patowomeke above the Necostin's towne."

From another established fact it is to be inferred that subsequently the tribe or a remnant of it had removed from the Virginia to the Maryland side of the Potomac. There is recorded among the land records of the District of Columbia a deed dated December 21, 1793, from William Berry Warman to James Greenleaf for part of a tract called Bayley's Purchase; the land conveyed by the deed is described as beginning at a stone fixed on the east side of the Eastern Branch of Potomac River "a little above the place where formerly stood the Anacostin Fort and opposite a cove called Anacostin Cove."

At the time Georgetown was laid out in 1751, the Anacostan Indians had disappeared from its vicinity, for no mention of them is to be found in its annals; they were then a lost tribe and were either extinct or had been forced by the advancing tide of white settlers towards the upper Potomac and had been incorporated with the Indians of that region.

But to return to Captain John Smith: although, as

we have seen, that remarkable man was not the first European to reach this locality, nor even the first to enter the Potomac, his name must be forever famous by reason of his importance as a factor in the events which marked the origin and preserved the germ of what developed and grew in part on its shore into one of the greatest and most glorious of American commonwealths—the State of Virginia. No sketch which involves a mention of the early navigators of the river would be complete without some notice of him.

Smith made his appearance in the colony of Virginia when the first settlers had become feeble from climatic causes and dispirited from internal troubles and by the constant menaces of the powerful Indian tribes under Powhatan; and by his firmness, courage, tact and ability he often saved them from destruction.

On June 2, 1608, Smith left the English settlement on the James, in an open boat, to explore the upper part of the Chesapeake Bay. He was accompanied by fourteen others, seven of whom are described as "gentlemen" and seven as "souldiers." His intention was to coast along the Eastern Shore on the way up, and along the Western Shore on his return; but after several days he was compelled to abandon the Eastern Shore and to cross to the other side, on account of the difficulty of obtaining good drinking water. After being out twelve or fourteen days his men, tired with labor at the oars, and their bread spoiled with water to the degree of rottenness, became discouraged and importuned him to return, stating their fears that they would be lost "in these unknown large waters or be swallowed up in some stormy gust." He chided them for their fears, exhorted them to regain their spirits, and asserted that he would not return until he had found the head of the waters they "conceited to be endless." Lack of wind

and the sickness of several of the men compelled Smith, against his inclination, to abandon for the time being the further exploration of the bay; returning, they came to the mouth of the Potomac on the sixteenth of June; and the sick having recovered and being curious to learn something of that "seven mile broad river," they sailed up it according to Smith's narrative for more than thirty miles; this would have brought them to about Colonial Beach or a short distance beyond. Several of the Indian towns on the Potomac which are shown on Smith's map can be located with reasonable certainty, but the situation of the rest is a matter of conjecture purely. The map would indicate that he penetrated on this or another occasion as far perhaps as Indian Head.

There is a slight reason for the belief that the French had also preceded Smith in the navigation of the bay, and perhaps of the Potomac.

Parkman, in his "Pioneers of New France," in a footnote on page 208, states that, "In 1565 and for some years previous, bison skins were brought by the Indians down the Potomac, and thence came along shore in canoes to the French above the Gulf of St. Lawrence. During two years six thousand skins were thus obtained." He cites as authority for this statement manuscript letters of Menendez to Philip II. of Spain.

In view of the immense stretch of rough and surf-beaten sea coast, in part rock-bound, from the mouth of the Chesapeake to the mouth of the St. Lawrence, and the troublesome character of the navigation to vessels of larger size, it is incredible that the Potomac Indians made the trip in their simple canoes weighted with heavy skins. If there was trading between them and the French in skins, as is probable, the vessels of

the latter must have received the freight from the Indians in the river itself.

Of the accounts left by the early navigators of the Potomac, that of Captain Henry Fleete is the most satisfactory, but even this, in many interesting particulars, is obscure and uncertain. He was undoubtedly the first European to ascend the river past the site of Georgetown and to reach the Little Falls. Although his career was not as varied as that of Smith, it was quite adventurous and romantic. In the fall of 1621 the pinnace "Tiger," under Spilman, an experienced navigator, with twenty-six men, Fleete being among the number, was sent from Jamestown to the upper Potomac to trade with the Indians for corn. Spilman landed with twenty-one men among the Anacostans. The five men who remained on board were attacked by the Indians, who were repulsed by the discharge of a cannon; those on shore were all killed except Fleete; he remained with the Indians a number of years, learned their language and almost forgot his own, was finally ransomed and returned to England, where he regaled the people with wonderful stories of his captivity. He stated that he had been within sight of the South Seas; had seen the Indians besprinkle their paintings with powder of gold, had seen rare precious stones among them and great quantities of rich fur. He enlisted the interest of some London merchants, by whom he was despatched in a vessel to trade in the river. The manuscript of a journal of the voyage, kept by him, is preserved in the library of the Archbishop of Canterbury, at Lambeth, and was first presented to the American reader by Neill in his "English Colonization in America." From this it appears that on July 4, 1631, the vessel sailed from the Downs, and arrived on the New England coast on September 9

following; thence it sailed on the nineteenth, arriving on October 26 in the Potomac, where a cargo of corn was obtained with which it returned to New England. On May 21 of the following year Fleete again arrived at the month of the river. He beat about the river for several days, going from one place to another in search of furs, visiting among other tribes the Anacostans, by whom he had been held captive some years before. Having heard of several populous Indian towns above the falls, on June 14 he dispatched his brother and two trusty Indians with presents for the kings, consisting of beads, bells, hatchets, knives, etc., and with instructions to bring the Indians to the falls where they would find him and the ship.

"On Monday, the 25th of June," says Fleete, "we set sail for the town of Tohogae, when we came to an anchor about two leagues short of the Falls, being in the latitude 41, on the 26th of June. This place without all question is the most pleasant and healthful place in all this country, and most convenient for habitation, the air temperate in summer and not violent in winter. It aboundeth with all manner of fish. The Indians in one night will catch thirty sturgeons in a place where the river is not above twelve fathoms broad. And as for deer, buffaloes, bears, turkeys, the woods do swarm with them, and the soil is exceedingly fertile."

On the twenty-seventh of June he says he manned his shallop "and went up with the flood, the tide rising about four feet in height at this place," and that they had not rowed above three miles "before they could hear the falls roar not above six miles distant, by which it appears that the river is separated with rocks, but only in that one place, for beyond is a fair river." Due allowance being made for the uncertainty of Fleete's estimate of distance, which were mere guess-

work, there can be no mistaking the locality of which he speaks. Georgetown evidently arose upon the ashes of Tohogae, the Indian town, and those who have had any experience in fishing in the river above will have no difficulty in locating the place where the Indians caught the sturgeon, as a point just above the stone house and mill constructed by Amos Cloud towards the close of the eighteenth century. This house was the residence of the late John W. Frizzel, more familiarly known among his acquaintances by the nickname of "Bull," and the mill in recent years has been generally known as Edes Mill.

Soon after this voyage Fleete proved to be of great service to Governor Calvert and his company in the establishment of the Maryland Colony. Under his guidance the colonists were conducted to the Indian town of Yoacomoco, which had been one of his trading posts. This was purchased from the Indians and on the twenty-seventh of March, 1634, the colonists took possession and named the place St. Mary's; and here, under mutual promises of friendship and peace between the settlers and the Indians, the foundations of another great state were laid, within which Georgetown had its birth and to which it was long united by ties of interest and affection; in whose glories it shared and under which it enjoyed a high degree of commercial prosperity prior to the time when the exigencies of national politics transferred it to the care of that "paternal but irresponsible sovereign," the Congress of the United States.

The wise and benignant rule of the first Lords Proprietaries of Maryland has been justly extolled. The expectation of pecuniary gain was undoubtedly the main object of their outlays of money and efforts to settle the colony; nevertheless, their conduct of affairs

was just and generous to the people and not unduly subordinated to that end. The spirit by which they were actuated and their hopes of the future are admirably illustrated in a letter dated August 20, 1649, written by one of them from London to the General Assembly of the Province. In this letter he animadverts upon a disposition shown by some to raise jealousies and discontents between himself and the people of the colony, and claims that he has given sufficient testimony of his desire to promote by all fitting means their happiness and welfare, and he concludes by saying, "By concord and union a small colony may grow into a great and renowned nation, whereas by experience it is found that by discord and dissension great and glorious kingdoms and commonwealths decline and come to nothing." This letter is also significant as containing the first suggestion of "a great and renowned nation," as the outcome of colonization in America.

Grants of Land and Creation of Counties Along the River.

Lord Baltimore was, by the charter which he received from the English king, practically made the absolute owner of the land in Maryland, and he formulated regulations for its disposition which were called "Conditions of Plantations." Under these, numerous grants of land along the river were made at an early day; and as the tide of settlement gradually extended upwards, and as the number and convenience of the population required, counties were created and courts and officers provided for them. Charles County, which was created in 1658, included the territory along the Potomac from the mouth of the Wicomico "as high as the settlements extend"; and in 1695 Mattawoman Creek was made the upper boundary of Charles; and of the territory above

it, along the river, a new county was made under the name of Prince George's.

Governor Nicholson's commission appointing justices of the peace for the county of Prince George's, which is dated April 26, 1696, and which authorized the holding by them of a county court, is a curious document; it would seem from it that either the governor or the people, or both, believed that the "Hoodoo" or "Voodoo" man was abroad in the land; for among other duties solemnly enjoined by this instrument upon the justices was the duty of inquiring by the oaths of good and lawful men of their county "of all and all manner of Felonies, Witchcrafts, Inchantments, Sorceries, Magic Arts," etc.

The court divided the County into hundreds, one of which, extending from Oxon Branch (opposite Alexandria) to the Falls of the Potomac, and which included the present District of Columbia, was called "New Scotland Hundred"; of this, Daniel Ebbett was appointed constable; Charles Beall, pressmaster, and Francis Prisley, overseer of highways.

In 1748 Frederick County was created out of the upper part of Prince George's, with a line for its boundary "beginning at the lower side of the mouth of Rock Creek, thence by a straight line, joining to the east side of Seth Hyatt's plantation to Patuxent River."

Scharf, the Maryland historian, thinks it probable that the first settlements in Frederick County were made in the vicinity of Georgetown, which for a long time was the chief mart and only seaport of the county. Among the earlier grants of land in this section were "Blue Plains," across the Eastern Branch, surveyed for George Thompson in 1662; "St. Elizabeth," upon which is located the Government Hospital for the

Insane; and "Giesborough," surveyed in 1663; "Duddington Manor," one thousand acres; "New Troy," five hundred acres, and "Duddington Pasture," three hundred acres, were granted to George Thompson, February 12, 1663. The three last named tracts fell wholly within the limits of the City of Washington when it was laid out. "The Widow's Mite," six hundred acres, was surveyed for John Langworth in 1664; this tract extended in the form of a parallelogram from the river at the old Observatory grounds, in a northerly direction, and the greater portion of it was included in the City of Washington. "The Father's Gift," five hundred acres, was granted to Richard and William Pinner in 1668. It was located on the river west of Tiber Creek. "St. Philip and Jacob," four hundred acres, was granted to Philip Lines in 1675. This tract was on the river above Georgetown. "Girls' Portion," one thousand seven hundred and seventy-six acres, was patented to Colonel Henry Darnell in 1688. "White Haven," seven hundred and fifty-nine acres, was surveyed in 1689 for John Addison and William Hutchinson on the river above Georgetown. "The Vineyard," one hundred and fifty acres, between Rock Creek and the old Observatory grounds, was granted to William Hutchinson in 1696. "Beall's Levels," two hundred and twenty-five acres, was granted to Colonel Ninian Beall in 1703. A portion of this tract, with some vacant ground added, was the property of David Burnes, one of the original proprietors of land in the City of Washington. It was patented to him on a re-survey in 1774, as the eldest son and heir at law of his father, James Burnes, for whom it was re-surveyed in 1769, and who had died before obtaining the patent. James Burnes, the father of David, occupied the land as a

tenant for two years before purchasing it from Henry Massey. Between the year 1700 and the outbreak of the Revolutionary War, numerous other grants were made under the names of "Plain Dealing," "Success," "Little Chance," "Flint's Discovery," "Addition to Flint's Discovery," "Fortune," "Allison's Forest," "Allison's Forest Enlarged," "James' Gift," "Orme's Luck," "Rock of Dumbarton," "Addition to Rock of Dumbarton," "Beall's Lot," "Gift," "Beall's Plains," "Fellowship," "Poor Tom's Last Shift," "Good Luck," "James' Park," "Lamar's Outlet," "Knave's Disappointment," "Conjurer's Disappointment," "Argyle, Cowell and Lorne," and others. "Mount Pleasant" and "Pleasant Plains" were re-surveys on older grants.

An early grant for a tract called "Rome" is worthy of especial mention.

The poet Moore, who visited Washington during the administration of Mr. Jefferson, satirized in verse what he assumed to be the disposition of the Washingtonians to borrow the nomenclature of ancient Rome. He wrote:

> "In fancy now beneath the twilight gloom,
> Come, let me lead thee o'er this modern Rome,
> Where tribunes rule, where dusky Davi bow,
> And what was *Goose-Creek* once, is *Tiber* now.
> This fam'd metropolis, where fancy sees
> Squares in morasses, obelisks in trees;
> Which travelling fools, and gazetteers adorn
> With shrines unbuilt, and heroes yet unborn;
> Tho' naught but wood and —— they see,
> Where streets should run, and *sages* ought to be."

That the Washington "Tiber" had borne the name long before the City of Washington was even dreamed of is shown by the fact that a patent was issued by

the Colonial authorities of Maryland on May 13, 1664, to a facetious gentleman by the name of Francis Pope, for a tract of land called "Rome," situated on "Tiber" Creek and containing 400 acres. This tract fell within the lines of the City of Washington, and the capitol building is situated upon or near it. Mr. Pope had, evidently, a desire to be known as "Pope, of Rome, on Tiber." In cheerful contrast with the humiliating picture drawn by Moore of local conditions as he saw them is the picture drawn by another observer as to the conditions of the future and which have been happily realized.

In the Surveyor's office there is an old book, one of the records of the first commissioners of the City of Washington, upon a blank page of which there is written, under date of January 5, 1795, and under the heading "Prophecy" the following:

"The time will come when this wide waste of morass and thicket, open plain and wooded dell will resound with the busy hum of industry and be redolent with the glow of action and the thrill of life!—the swamps along the Tiber, teeming as they do now with all the varieties of animal and vegetable life, before the destructive march of man will gradually disappear, and Art will erect its palaces over the ruins of nature."

Plantation Life.

Some glimpses of plantation life in the Province are afforded by early writers.

Whitfield said in 1740 that he "found a sad dearth of piety in Maryland." Virginia was in no better condition. After the establishment of the Church of England it was necessary to obtain clergymen. Another early writer states that "but few of good conversation would adventure . . . yet many came, such as

wore black coats, and could babble in a pulpit, roare in a tavern, exact from the parishioners, and rather by their dissoluteness destroy than feed their flocks." In the language of another, "a good school for useful learning is scarcely to be found on this continent. They have a college at Williamsburg, that spoils many a man. Most of their youth are turned out with a smattering of pretty stuff; and without a solid foundation set themselves up as the standards of wit, and what is most impudent, of superior judgment."

Scharf says that the cause of education made slender progress, and that the earlier generations of Marylanders thought more of horse-racing, cock-fighting, hunting, cards and dancing than they did of books; added to which there was an undeniable fondness of the people for rum and sugar, the ordinary tipple; all the rough English sports were in vogue; every planter's porch was crowded with yelping fox-hounds; there was also another kind of dog described as "a strong and courageous animal of great modesty," a cross between the Newfoundland and the Irish wolf hound, "which would swim a mile out in the water in the teeth of a November gale and bring to shore a wounded swan, or perish in the attempt." These were the days, he says, of "royal suppers of duck and hominy, two or three ducks to a man, and rum punch, and goblets of fine old Madeira, drawn from the wood, the long clay pipes smoked by the blazing log fires, card parties of whist and all fours and bluff and brag, and to bed long after midnight."

In the beginning the wearing apparel of the man was made of course material, and largely of the skins of bears and other wild animals, but in the course of time these gave way to more pretentious articles patterned after the fashionable attire of England.

"The hat was of felt or wool, with a low crown and broad brim, sometimes, but not always, turned up and cocked. About his neck he wore a white linen stock, fastening with a buckle at the back. His coat was of cloth, broad-backed with flap pockets, and his waistcoat of the same stuff came down to his knees. He wore short breeches with brass or silver knee buckles, red or blue garters, and rather coarse leather shoes strapped over the quarter."

The houses were of log, chinked with clay; flooring, except that furnished by nature, was unknown; three legged stools and wooden blocks did duty as chairs, the tables were roughly constructed and the table service consisted of wooden bowls, trenchers, platters and noggins, with gourds and squashes and sometimes a few pewter dishes, plates and spoons.

The skins of bears and other wild animals were an acceptable substitute for bed clothes and to a great extent for cloth for wearing apparel and were hung on wooden pegs around the cabins.

In the course of time, and as Tobacco became King, the primitive furniture gave way to more pretentious articles.

Frederick County, at the time Georgetown was created, comprised the territory from Rock Creek along the Potomac to the western boundary of the Province. It was, for the most part, virgin wilderness and seems to have been suffering from a singular combination of evils: wolves and wild horses. In the year 1750, an act was passed by the Legislature for destroying wolves in the county in which it is recited that they are so numerous and mischievous that "if not timely prevented, they will not only infest that county, but the whole Province," and about the same time an act was passed "to prevent the

evils occasioned by the multitude of horses, and restraining horse rangers, within the Province, and to redress the great evil accruing to this Province by the multiplicity of useless horses, mares and colts that run in the woods."

Courts and Lawyers.

Although the judicial machinery was set in motion in the colony by acts passed by the Assembly of 1638–39 creating a Court of Admiralty, a County Court, a Court of Chancery, a Court Praetorial, and Justices of the Peace, yet there was long a dearth of legal business and the services of the lawyer were not in demand. A person writing from the colony about the year 1660 says:

"Here, if the lawyer had nothing else to maintain him but his bawling, he might button up his chops and burn his buckram bag, or else hang it upon a pin until its antiquity had eaten it up with dirt and dust; then, with a spade like his grandsire Adam, turn up the face of creation, purchasing his bread by the sweat of his brows, that before was got by the motionated waterworks of his jaws."

In the course of time things seem to have changed for the better, so far as the profession was concerned at least, for in the year 1772 another person writing from the colony said:

"A litigious spirit is very apparent in this country. The assizes are held twice in the year in the City of Annapolis, and the number of cases then brought forward is really incredible."

That the lawyers, however, had become troublesome as early as 1715 is evident from an act passed by the Colonial Assembly in that year "for rectifying the ill

practices of attorneys in this Province." By this act their fees, payable in tobacco, were prescribed, and it was provided that if they should presume to ask, receive, take or demand any greater or larger fee they should be incapable of practicing law in any court of the Province. This law being found to be ineffctual, another one was passed in 1725 for the same purpose. It recited complaints "of the exorbitant fees taken by Counsellors at Law, Chamber Counsellors, Barristers, Attorneys and other Practitioners and Advisers in the law, to the great Damage and Grievance of the good people of this Province and impoverishing of themselves and families." This act again established a scale of fees, and further provided forms of oaths to be taken by lawyer and client before the institution of the suit; the one, that he had not received any greater fee than that allowed by the act; and the other, that he had not paid any such fee.

Eben Cook, gent., visited the Maryland side of the Potomac, on a commercial venture, the results of which were most unsatisfactory to him. He printed in England, in 1708, in verse an account of his experience, in which he gives a description of the tobacco planters and depicts scenes and incidents attending a meeting of the County Court. Mr. Cook, no doubt, found that social conditions were in a crude state, but the feeling of resentment and prejudice which he manifests, is such as to justify the belief that what he says is a gross caricature of the real facts. From his story we extract the following:

"I put myself and Goods a-shoar:
Where soon repaired a numerous Crew,
In Shirts and Drawers of Scotch Cloth Blue,
With neither Stockings, Hat, nor Shooe,
These Sot Weed Planters crowd the Shoar,

In hue as tawny as a Moor;
Figures so strange, no God designed
To be a part of Human kind,
But wanton Nature, void of Rest,
Moulded the brittle Clay in Jest."

He describes the meeting of the court as follows:

"We sat, like others, on the Ground,
Carousing Punch in open Air,
Till Crier, did the Court declare.
The planting Rabble being met,
Their drunken Worships likewise sit;
Crier proclaims that Noise should cease
And streight the Lawyers broke the peace;
Wrangling for Plaintiff and Defendant,
I thought they ne'er would make an End on't;
With Nonsense, Stuff and false Quotations,
With brazen Lyes, and Allegations;
And in the splitting of the Cause,
They used such Motions with their Paws,
As showed their Zeal was strongly bent
In Blood to end the Argument.
A reverend Judge who to the Shame
Of all the Bench could write his Name,
At Petty-fogger took Offense,
And wondered at his Impudence.
My Neighbor Dash with Scorn, replies,
And in the Face of Justice flies.
The Bench in Fury streight divide,
And Scribble's take or Judge's side;
The Jury, Lawyers, and their Clyents,
Contending, fight like Earth-born Gyants."

In 1717 there was a lawyer in the Province named Macnamara, who was the prosecutor of the suits of the Crown, and such an exceptionally troublesome fellow that a special Act of the Legislature was passed in that year to disbar him from practicing in all other suits than those of the Crown. According to the recitals in the act, he had once been suspended for his misdeeds, but had been restored again upon the late

Queen's order. Claiming that the order exempted him from the application of the powers of the courts, he treated them in an indecent manner when he pleaded before them, despising their authority and even threatening their persons. He is described in the act as "a man of threatening, litigious and revengeful temper," who had at length arrived at "so intolerable a degree of pride and arrogance as even to threaten the Governor"; and it was declared that his insolence had resulted in a declaration by several of the judges that they would no longer continue in their stations if so turbulent a person was allowed to practice before them—

"All of which actions and many others (some whereof he has been convict and others been acquitted from by his management of juries and subtlety in the law) too tedious to enumerate, are of so haughty and daring a nature that the honor of the Government cannot be supported nor the magistrates be safe and easy in the execution of justice, nor the peace of the Province preserved unless some remedy be provided, not only for the discouragement of him, the said Thomas Macnamara, but all others of like demeanor."

A different and more edifying story, in regard to the Maryland lawyer of 1783, is told by an Englishman, who visited Annapolis in that year. He states:

"Annapolis is a nursery of the long robe. Its lawyers would do honor to any bar in Europe. The Governor, who is of this profession, has instituted a society composed of students of the law, who meet at his house at stated periods to discuss law questions and questions in political economy. He proposes the subject, sits as President and gives judgment in conjunction with his Council, the Chancellor and the Judges of the General Court. When the debates are finished the company sup with the Governor. For a country to be

happy the people must be virtuous; to render them so, their leaders ought to set the example and the government to confirm the practice by making it necessary."

Whether Georgetown had arrived at that degree of eminence in good works prior to the year 1772 when the support of a lawyer could be credited to her cannot be determined; but that she was doing her duty in that respect in the year 1773 would seem to be reasonably well established, for among the subscribers to an edition of Blackstone printed in Philadelphia in that year we find the name of Joseph Earle, a Georgetown lawyer. The book was issued in four volumes, and the subscription price a considerable sum, so we may infer that the professional gentleman was fairly prosperous.

The Corporation Court or Mayor's Court.

The Mayor's Court of Georgetown was the first court which existed in the present District of Columbia. By the Act of Incorporation of 1789, the Mayor, Recorder and Aldermen, or any three or more of them, were authorized to hold a court in the town, to be called the Mayor's Court, and to appoint proper officers therefor and settle reasonable fees. The Mayor's Court had the same jurisdiction as to debts that the justices of the peace of the counties of the State had by law. It also had concurrent jurisdiction with the County Court of Montgomery County in all criminal cases except such as affected life or member, if the crime or offence were committed in the town or any of its precincts by any inhabitant of it or by any person not a citizen of the State, and appeals lay from its judgments to the County Court. The Mayor's Court continued in existence from the time of its establishment down to the time when the

town passed under the jurisdiction of the United States as a part of the Federal District. That its sessions were not held with a satisfactory degree of regularity may be inferred from the fact that in the year 1798 the corporation passed an ordinance establishing regular meetings for it.

Prior to the year 1799 the power of granting licenses to ordinary keepers and retailers of spirituous liquors was vested in the County Courts of the different counties of the State; the manner in which the County Court of Montgomery County made such appointments in Georgetown gave offence to the people of the town and in the year 1798 the corporation resolved to present a remonstrance to that court, setting forth the injury and inconvenience arising to the citizens from the indiscriminate way in which tavern licenses had been granted. The complaints were felt at Annapolis, for in 1799, the power of granting such licenses was vested in the Mayor's Court.

The Mayor's Court, after administering justice for twelve years was legislated out of existence by the act of Congress of February 27, 1801, which provided for the establishment of a tribunal with jurisdiction over the whole District, to be called the "Circuit Court of the District of Columbia." The act continued all cases pending before the Corporation Court of Georgetown to the new court.

A Doctor's Bill in Colonial Days.

In colonial days the country was sparsely settled, towns were few, and except the centers of trade on the navigable waters, of inconsiderable population. The practice of medicine was attended with many inconveniences. From the necessities of his situation, the practitioner, especially in the remote districts, was

forced to perform the double office of physician and apothecary.

His visits to his patients involved long rides on horseback, over the worst of roads and in all sorts of weather. In his saddle-bags were carried the implements and such an assortment of drugs and medicines as were deemed sufficient for ordinary emergencies.

The country doctor is still a useful and necessary factor in the life of many localities, and those of us who spent our youthful days, or a portion of them, "in the woods" can recall him and the feeling of awe with which he inspired us.

The following bill rendered by one of them, a Maryland practitioner, to his patient in 1767, is an interesting relic of the time:

Mr. James Ogleby To Dr. R. Hulse.

1767.		*s.*	*d.*
Aug. 15.	Diuretic Mixture	5.	0
	Visit 12 miles	15.	0
" 25.	Finest Turkey Rhubarb	3.	6
	Vomit	1.	0
	5 Astringent Powders	5.	0
	Febrifuge Mixture	5.	6
" 27.	Stomach drops for the vomiting	2.	6
	6 Astringent Powders	6.	0
	Restringent Mixture	5.	6
	Plaster for the vomiting	3.	6
	A visit	15.	0
" 29.	Opening Mixture	5.	6
	2 Anadyne Boluses	2.	0
	Astringent Mixture ½ pint	6.	0
	2 Vomits	2.	0
		£4.	2. 6

Mr. Ogleby:

Agreeable to your request above is your account & I am

confident no Person in the Province administers medicine upon more easy terms than myself as you will find upon mine being compared with any others in the profession.

Early Settlers and the Tobacco Trade.

The disturbances in Scotland in 1715 and 1745 tended largely to accelerate the tide of emigration from that country to the shores of the Potomac.

In the year 1751 numerous families, principally Scotch, were settled in this vicinity, and upon the petition of some of the settlers, setting forth that there was a convenient place for a town in Frederick "County, on the Patowmack River, above the mouth of Rock Creek, adjacent to the Inspection House," an act was passed appointing Captain Henry Wright Crabb, Master John Needham, Master John Clagett, Master James Perrie, Master Samuel Magruder, the Third, Master Josias Beall, and Master David Lynn as Commissioners and authorizing them to purchase and lay off into eighty lots, for a town to be called Georgetown, sixty acres, parts of the tracts of land belonging to George Gordon and George Beall. The act provided that if an agreement could not be had with Gordon and Beall as to the value of the land to be taken the same should be determined by a jury of freeholders of the bailiwick.

George Beall was the owner of a tract called the "Rock of Dumbarton," which had been patented in 1703 to his father, Colonel Ninian Beall, and had descended to him under the primogeniture law as the eldest son and heir at law of the latter. Colonel Ninian Beall was a man of note in the Province, for, in 1699, the Colonial Legislature of Maryland passed "an Act of Gratitude" to him "for his services upon all incursions and disturbances of the neighboring Indians" and appropriated seventy-five pounds sterling for the benefit

of himself and family. After obtaining the patent for the "Rock of Dumbarton" he "pitched his tent," according to Balch, in the wilderness about where the building formerly known as the Seminary Building stands at the northeast corner of the streets formerly known as Gay and Washington streets and now known as N and Thirtieth streets, respectively. Balch states that he died at "Fife Largs," one of his estates on the Eastern Branch, at the advanced age of one hundred and seven years. It is probable that Ninian Beall and George Gordon were the first persons to make a settlement at or near the site of Georgetown. Col. George Beall, a grandson of Ninian, was buried in the Presbyterian Cemetery, in the square bounded by 33d (formerly Market) Street, 34th (formerly Frederick) Street, Q (formerly 4th) Street and R (formerly 5th) Street. The inscription on his tombstone shows that he was born on the site of Georgetown, February 26, 1729, which was 22 years before the town came into existence, and that he died in 1807 in his 79th year.

George Gordon became the owner, in 1734, of a part of "Knave's Disappointment," a tract containing three hundred acres, which had been originally patented to James Smith and which part was thereafter known as George Gordon's "Rock Creek Plantation." He held, at one time, the office of sheriff of Frederick County, and, under the direction of the County Court, set up at Rock Creek that ancient instrument of punishment known as the Stocks. Gordon was one of the Judges of the first County Court of Frederick County.

The "Inspection House" referred to in the act was on the land of Gordon.

In the days of the first settlements on this part of the river, tobacco was the most profitable, and hence became the principal article of produce of the colonists;

owing to the scarcity of money, tobacco usurped its functions as the standard of value and became the great medium of exchange. The public dues and the penalties imposed by the colonial laws were payable in "pounds of tobacco," and even recoveries in the courts against recalcitrant debtors were in the same commodity instead of money. An early English writer calls it the "meat, drink, clothing and money of the colonists." Our District records show that as late as the year 1801 a defendant convicted in the courts of larceny was sentenced to be "pilloried for one-quarter of an hour and to have ten stripes and to pay 360 pounds of tobacco," and that two other persons convicted of the same offense—the stealing of a hog in this instance—were sentenced to "pay four-fold, to wit: 600 pounds of tobacco," to the owner, Robert Peter.

On account of its importance the regulations in regard to its export were very strict and required that previous thereto it should be brought to certain warehouses to be inspected. These warehouses were called "Inspection Houses."

Either on account of the convenience of that method of moving it, or the scarcity of wheeled vehicles, the planters adopted the method of "rolling" the tobacco (that is, putting it in large hogsheads, averaging 1,000 pounds, rigged with an axle and tongue and drawn by horses or men) over the roads to the nearest warehouse. This gave rise to the terms "Rolling Roads" and "Rolling Houses," sometimes applied to such roads and warehouses. In 1763 there was in Frederick County but one place for the inspection of tobacco, and that "at the Rolling House which George Gordon built near the mouth of Rock Creek." Exactly when this house was built does not appear, but it was certainly between the years 1734 and 1748; it was doubtless con-

structed of logs, the most available building material of those primitive days, and was succeeded later by two large buildings of brick. Its site on the original map of Georgetown is marked "The Warehouse Lot" and is now occupied by buildings of the Washington and Georgetown Railroad Company, on the south side of M Street a little to the west of Wisconsin Avenue.

The inspection houses naturally became centers of trade, and the "Inspection House" or "Rolling House" which George Gordon built was the germ of the future city.

The tobacco business of Georgetown grew rapidly and ultimately assumed such proportions that three large warehouses were required to accommodate it; we have the authority of General Washington for the statement that in the year 1791 it ranked as the greatest tobacco market in the State, if not in the Union.

There is to the historian a discouraging lack of specific details as to the Potomac trade in colonial days, but the following copy of a bill of lading issued in the year 1773 preserves the name of one vessel that was then engaged in it and that of her commander, and the quaint character of its phraseology gives it an interest as a type of the kind then in vogue.

"Shipped by the Grace of God, in good order and well conditioned by William Lee in and upon the good ship called the Friendship, whereof is Master unto God for the present Voyage, William Roman, and now riding at Anchor in the River Thames and by God's Grace bound for Virginia, to say one case, One Trunk, one Box of Merchandise, being marked and numbered as in the margin and are to be delivered in like good order and well conditioned at the aforesaid Port of Virginia (the danger of the sea only excepted) unto Mrs. Anna Washington at Pope's Creek, Potomak River or to her assigns. Freight for the said goods being paid with Primage and Average accustomed.

"In witness whereof the Master or Purser of the said Ship hath affirmed to three Bills of Lading, all of this Tenor and Date, the one of which three Bills being accomplished the other two to stand void. And so God send the good Ship to her desired Port of Safety—Amen.

"Dated at London 24 Dec. 1773.

"WM. ROMAN."

There was another form of bill of lading in use from which the name of the Deity was omitted. A Georgetown business man who had both on hand rather irreverently advertised the fact that he had for sale bills of lading "with or without the grace of God."

SAW PIT LANDING AT THE MOUTH OF ROCK CREEK.

As early as 1703 there was a landing on the Georgetown side of Rock Creek where it entered the Potomac, called "Saw Pit Landing"; this landing shows that the place had then some importance as a trading post, and the utility of Rock Creek for the purposes of commerce is shown by the fact that as late as the year 1792 the Maryland Legislature passed an act to preserve its navigation.

By this act the making of weirs and hedges in and upon the creek within the distance of two miles from the Potomac was prohibited under a penalty, and those already made were declared nuisances which any person was at liberty to pull down and destroy. Saw Pit Landing formed the southeastern corner of Georgetown, and, although the point is now far inland, in the year 1751, and for many years thereafter, the tide ebbed and flowed to it.

The mouth of the Rock Creek of our day does not exhibit a single feature of its appearance in the year 1751, when Georgetown was created; at that time the

creek was a navigable stream within which the tide ebbed and flowed for a considerable distance above the present P Street bridge; then, and for many years subsequently, there was visible in it, on frequent occasions, the tall masts of the trader to European or coastwise ports, where now the only water craft to be seen is the sand scow.

The creek at its junction with the river formed quite a large bay; its mouth extended from the point near the old Observatory grounds, where Littlefield's Wharf is located (which point was first known as Cedar Point, and afterwards, successively, as Windmill Point, Peter's Point and Easby's Point), to a point on the present Water Street, east of and near its intersection with Wisconsin Avenue, which was formerly known as High Street, and later as Thirty-second Street.

All of the ground south of the present Water Street and much of the ground north of it, from the latter point eastward has been reclaimed from the creek and river. There has also been a considerable reclamation of land on the Washington side of the creek, but not so great as on the Georgtown side. With reference to the present situation, the westerly or Georgetown line of the creek, as it formerly existed and as it was located on a plat based on early records and prepared for me some years ago by Mr. William Forsyth, the Surveyor of the District, may be roughly described as beginning at a point on the river slightly to the east of the place where the east line of High Street (now Wisconsin Avenue) intersects it, and thence running in a northeasterly direction, crossing the south line of Water Street, about midway between High and Congress (now Thirty-first) streets, thence across Water Street and through the southeastern part of the square between High and Congress streets, cutting off

a small corner of it, and striking the west line of Congress Street a short distance above Water Street; thence crossing Congress Street and entering the square between Congress and Jefferson streets, and passing through it and striking the west line of Jefferson Street at a point still farther north of Water Street; thence crossing Jefferson Street and entering the square between Jefferson and Washington (now Thirtieth) streets, and striking the west line of Washington Street at a point still farther north of Water Street, and entering the square between Washington and Greene (now Twenty-ninth) streets, striking a point on the west line of Greene Street still farther north of Water Street and nearer to the line of the Chesapeake and Ohio Canal than to Water Street; thence across Greene Street and through the square between Greene Street and the canal basin, and to a point near where Montgomery (now Twenty-eighth) Street terminates at the basin; and thence, still in a northeasterly direction, considerably to the west of the basin, and to the creek at a point above that at which Bridge (now M) Street meets it. Neither Washington Street nor any of the streets between it and Rock Creek were in the original town.

It will thus be seen that a large portion of the squares fronting on the north side of Water Street between Greene and Congress streets, and the southeastern corner of the square between Congress and High streets, were then under water, as was also that portion of Water Street itself eastward of the line which I have indicated, together with the sites of all the warehouses, wharves, lumber yards, etc., extending from a point of beginning near Wisconsin Avenue, along the river front to the lock at the present mouth of the creek or basin.

The high bluff which extended along the line, as well as along the river shore, above it, is still indicated by the steep grades of the streets extending from M to Water Street.

The Original Survey and Plan of the Town.

The survey of the sixty acres into eighty lots was made by Alexander Beall, whom the commissioners had elected as clerk and appointed as surveyor, and application was made to Gordon and Beall for the purchase of the land. As they refused to sell upon what were considered by the commissioners reasonable terms, a warrant was issued to Josias Beall, the coroner, to summon a jury of seventeen to meet at the Inspection House above the mouth of Rock Creek on the twenty-eighth day of September, 1751, to assess the value of the same. The jury made a return awarding to Gordon and Beall £280 currency as the value of their land. There was included in the town 26 11/16 acres of Gordon's land and 33 5/16 acres of Beall's land.

The eastern boundary line of the town originally was a line running parallel with the present Thirtieth Street (formerly Washington Street), and distant westerly from it 120 feet; the northern boundary was a line parallel with the present M Street (formerly Bridge Street), 120 feet south of the present south line of N Street (formerly, in part First and in part Gay Street).

Beall's Additions, Beatty and Hawkins' Addition, Peter, Beatty, Threlkeld and Deakins' Addition, Threlkeld's Addition, and Deakins, Lee and Casenave's Addition, Holmead's Addition and the Western Addition were added at various times subsequently.

On the original plat of the town, prepared by Beall, the street along the river has three names. The part of it between the present Thirty-first Street and the

present Wisconsin Avenue is designated "Wapping." From the river "Wapping" ran in a northeasterly direction, a course different from the present Water Street, which is east and west. The part between the present Wisconsin Avenue and the present Thirty-third Street is designated as "The Keys," and the part extending from this point to the western boundary of the town is designated as "West Landing." When the construction of a bridge over the creek at K Street was proposed, a fill for a street to connect with it was made through the water and which extended to Peter Casenave's stone warehouse which faced the river at or near the southeast corner of the present Wisconsin Avenue; the name of the street along the river was then changed to Causeway Street, and still later to Water Street, its present name.

There was but one east and west street shown on the plan, north of the one along the river front, and this had two names. The part of it east of Wisconsin Avenue is designated as "Bridge Street" and the part of it west of Wisconsin Avenue is designated as "Falls Street." Later the name of Bridge Street was given to the street designated in part as "Bridge Street" and in part as "Falls Street." When Georgetown became a part of the city of Washington the name of Bridge Street was changed to that of M Street. There are three north and south streets shown on the plan, the ones now known respectively as Thirty-first Street, Wisconsin Avenue and Thirty-third Street. That part of Thirty-first Street which lies north of M Street is designated as "East Lane," and the part which lies south of it is designated as "Fishing Lane." The name of Congress Street was subsequently given to "East Lane" and "Fishing Lane," and when Georgetown became a part of the city of Washington the name

of Congress Street was changed to Thirty-first Street. The part of Wisconsin Avenue which lies north of M Street is designated on the plan as "High Street," and the part which lies south of it, as "Water Street." Later the name of High Street was given to the whole street, and it was so known until the town became part of the city of Washington, when the name was changed to Thirty-second Street; later still this name was changed to Wisconsin Avenue.

The part of Thirty-third Street which lies north of M Street is designated on the plan as "West Lane," and the part lying south of it as "Duck Lane."

By an ordinance of the Corporation of Georgetown, passed April 13, 1818, the name of the street known as West Lane and Duck Lane was changed to Market Street. By the same ordinance many of the changes, above mentioned, in the names of the original streets were effected. Market Street became Thirty-third Street when Georgetown was made a part of Washington.

The squares or blocks between the streets having been laid off into lots, Beall and Gordon, the original proprietors of the land, were notified to appear and make choice of two lots, a privilege which was allowed them by the act providing for the establishment of the town. Gordon appeared and made selection, but Beall did not, whereupon he was notified that, unless he did so within the ten days, limited by the act, the lots would be disposed of and that he would have only himself to blame for the consequences. To this notice Mr. Beall, who seems to have been thoroughly dissatisfied with the proceedings of the commissioners, made the following response under date of March 7, 1752, which is preserved upon the town records:

"If I must part with my property by force, I had better save a little, than be totally demolished. Rather than have none I accept of the lots, said to be Mr. Henderson's and Mr. Edmonston's, but I do hereby protest and declare that my acceptance of the said lots which is by force, shall not debar me from future redress from the Commissioners or others. If I can have the right of a British subject I ask no more. God save King George."

On March 8, 1752, a sale of lots was had which realized £191 and this was paid to Gordon and Beall. When Mr. Beall received the money, the commissioners, who had been much exercised over his threatening attitude gave vent to their feelings of relief by a somewhat argumentative entry in the Register of their proceedings to the effect that by such receipt "the said George Gordon and George Beall have verbally Remised and Released the said Commissioners from all sums of Money, Claim, Damage, Recompense and Demands whatsoever, they ever had, now, or may hereafter have for any Sum or Sums of Money due to him or them for any Lot or Lots so sold or any matter, cause or thing relative thereto."

Erection of the Town Wharf.

The sale of the lots in the town under the Act of 1751 was coupled with certain requirements as to the erection upon them of buildings of specified dimensions by the purchasers within a limited time, and that considerable progress had been made in growth by the town in the first eleven years of its existence is evidenced by the letting of a contract to Simon Nichols by the commissioners on October 5, 1762, for the erection of a wharf at the foot of Water Street, as that portion of Wisconsin Avenue between M Street and the present

Water Street was then called. As this is the first wharf in the District of Columbia of which we have any detailed record, the specifications, as a matter of antiquarian interest, are given in full:

"The said wharf is to be built at the end of Water Street and carried from thence 60 feet wide into the river so as to have 10 foot of water at the front in a low tide; the outsides are to be of hewed logges, 12 inches thick Laped and the Joints broke, braced and girded with hewed logges 10 inches thick and 15 foot long and dovetailed into the outsides. The front to be dovetailed at the outsides and the end of every dovetail to be sawed off. The distance from the front to the first brace not to exceed 10 feet and the distance between every brace the same for the whole length of the wharf, the same to be filled up with stone within two feet of the wharf one foot of which is to be filled with clay or dirt, the other foot with gravel and to be raised three feet higher than a full tide. Every part of the work to be done in the strongest manner, and to the satisfaction of the workmen indifferently chosen, if any dispute should happen when the work is finished.

"The said work is to be completely finished by the first day of September which shall be in the year 1763. One fourth of the money agreed for (being L 200 to be paid in dollars at 7/6 pistolls at 27s. or Pennsylvania Currency) to be paid in hand, one fourth to be paid when all the timber for the wooden part of the wharf is brought in place, the other half at the finishing of the whole work. Security to be given by the undertaker to the Commissioners before the payment of the first fourth.

"N. B. There is to be a good and sufficient crane erected at the front of the wharf."

Upon the completion of the wharf Mr. John Clagett was the only commissioner who thought it had not been done according to contract, thereupon choice was

made of Messrs. John Orme and Archibald Allen "esteemed good workmen to view the same whose opinion was to be agreed to"; they decided that the work had been sufficiently done according to contract.

Fairs in the Town.

By the Act of 1751 for the laying out of the town, it was provided that it should be lawful for the commissioners of the town to appoint two fairs to be held therein annually: the one to begin on the second Thursday in April, and the other on the first Thursday in October, which fairs should be held for the space of three days, and that during the continuance of such fair or fairs all persons within the bounds of the town should be privileged and free from arrest, except for felony or breach of the peace, and all persons coming to such fair or fairs or returning therefrom, should have the like privilege one day before and one day on their return therefrom; and the commissioners were empowered to make such rules for the holding of the fairs as might tend to prevent disorder and inconvenience, and to the improvement and regulation of the town in general.

As we have seen, there was a large preponderance of Scotia's sons among the inhabitants of the town, and it is quite likely that these Scotch forefathers of the hamlet in holding the fairs at Georgetown provided for by the act did so according to the customs in similar cases in the old country. We may well imagine the town bailiff, when the multitude had assembled, following the style in the old country and opening the fair by a proclamation like the following:

"O yes! and that's e'e time; O yes! and that's twa times. O yes! and that's theird and last time; all manner of Pearson

and Pearsons whatsoe'r, let'um draw near, and I shall let them kenn, that there is a fair to be held at the muckle town of George for the space of three days; wherein if any Hustrin, Custrin, Land Louper, Dub Skouper, or Gang the Gate Swinger, shall breed any Urdam, Durdam, Rabblement, Brabblement, or Squabblement, he shall have his lugs tacked to the muckle Trone, with a nail of twal a Penny, until he is down of his Hobshanks, and up with his muckle Doaps, and prays to Hea'n neen times. God bless the King and thrice the muckle town of George, paying a Groat to me, Jemmy Ferguson, Baily of the aforesaid town. So you have heard my proclamation and I'll haam to my Danner."

The race-track was an established institution in the town in 1769. On April 10 of that year a notice was published that on May 30 there would be a race for a subscription purse of £25, free to any horse, mare or gelding, the best two of three heats of two miles each. If rising four years every animal was to carry 8 stone and 4 pounds, bridle and saddle included; if five years, 9 stone; if six years, 9 stone and 8 pounds; and if seven years, 10 stone. An entrance fee of 25s. and satisfactory vouchers as to age to be required. And on the following day, a race for the balance of the subscription money and entrance fees, free to any horse, mare or gelding, those running in the race of the previous day only excepted. In the second day's race every horse 14 hands high was to carry 8 stone and 4 pounds, bridle and saddle included, and others to rise or fall according to the rules of racing. The horses were to be entered on the day preceding each race with Messrs. Joseph Bell, John Orme or Cornelius Davise.

The fair and horse-race were doubtless contemporaneous events in that day, as they are in this, in the agricultural districts.

The first agricultural fair, so called, held in the United States, took place at Georgetown in the year 1810.

Braddock's Expedition.

Alexander Beall, the clerk and surveyor of the town, resigned in 1757. Two years previously he had accepted a captain's commission in the Maryland Provincials, which had been raised for service against the Indians and the French. Beall had paid but little attention to his duties as clerk, and had made so many errors in his survey of the town that the Commissioners in 1758 entered into a contract with John Frederick Augustus Prigg, surveyor of Prince George's County, to correct the same. The Commissioners also agreed with Archibald Orme, for himself and two men, "to carry the chain and pole and whatever else the surveyor thinks necessary," for which he was to be paid eleven shillings per day and "to find himself and men in diet and lodging, and to attend the surveyor between sunrise and sunset of each day."

Military life was more congenial to Beall than following the dull paths of peace in the quiet town, and on October 23, 1755, he left Georgetown for the frontier in command of a company of which Samuel Wade Magruder was lieutenant.

In the month of April, 1755, the town was treated to its first sight of a British red-coat. During the previous month seventeen transports and two ordnance ships, under the convoy of two men-of-war—the Sea Horse and Nightingale—arrived at Alexandria, having on board two regiments of infantry—the 44th, under the command of Colonel Sir Peter Halkett, and the 48th, under Colonel Thomas Dunbar, each 500 strong. These were to be recruited to 700 after their

arrival in Virginia, and with two other regiments of a thousand men each, to be raised in America, were to constitute a force under the command of General Sir Edward Braddock, which was to dislodge the French and drive them from the country west of the Alleghanies. One of these regiments—that of Sir Peter Halkett—marched from Alexandria for Fort Cumberland, the site of the present city of that name, through a gap in the Blue Ridge and by way of Winchester, in the Valley of Virginia, to its destination. The other—that under command of Colonel Dunbar—marched from Alexandria to a point opposite Georgetown, from which the men were ferried across the river and took the road from Georgetown to Fredericktown, Maryland. The baggage of this portion of the force was brought up the river by boats. From Fort Cumberland the expedition was to march to the junction of the Ohio and Monongahela rivers, where the City of Pittsburg now stands and where the French had erected Fort Duquesne, named for the French Governor General of Canada.

On the berme bank of the canal, just south of the Observatory Grounds, there is a rock called "Braddock's Rock" from a tradition that the force of the general landed at this place. Although this tradition is not well founded, as is shown by the orderly books of General Braddock, which were published in Lowdermilk's History of Cumberland, and which give the line of march of both regiments in their different routes to the common point at Fort Cumberland, yet this rock is historic. Before the day of the Chesapeake and Ohio Canal it was a large and bold projection into the river, and about it the river was particularly deep. From the fact that it afforded an excellent landing place it became known in early days

as "The Key of all Keys," a corruption of "The Quay of all Quays." When the Chesapeake and Ohio Canal was constructed through this part of Washington, the tow path bank was filled in through the water of the river, and, in order to make it, it became necessary to blast and remove a large portion of this rock. During the administration of the early commissioners of the City of Washington large quantities of stone were quarried from this place and used in the construction of the public buildings.

That General Braddock's force did not land at this place is also evident from the fact that the mouth of Rock Creek in those days was a very considerabe body of water, and the point to which they wished to get, being the road from Georgetown leading to Fredericktown, Maryland, a landing on the east side of Rock Creek would have involved the unnecessary trouble of the crossing of another body of water—that is, the creek itself.

Robert Peter and Thomas Richardson, Merchants. Troubles over the Ferry, the Stamp Act and the Importation of Tea.

Under the act for establishing the town, the Commissioners were authorized to fill vacancies in their number occurring by death or otherwise. On November 11, 1757, Robert Peter was chosen to fill a vacancy caused by the resignation of Josias Beall, who was selected as Clerk in the place of Alexander Beall, who had previously resigned from that position.

Although not the very first man to engage in merchandising in Georgetown, Robert Peter was among the first to so engage, and may well be considered as entitled to the historical distinction of having been Georgetown's pioneer business man, for the business

places that existed at the time of his arrival were insignificant.

He was born in Scotland in 1726 and came to Georgetown shortly after his arrival at manhood. He embarked in business in Georgetown about the year 1752. "Robert Peter's Rock Creek store" soon became the principal establishment in that section and was well known to the leading English and Scotch merchants of the day. He was the agent of the famous firm of John Glassford & Co., of North Britain, which monopolized in large part the Potomac River tobacco trade.

This firm at the first sale of lots in the town purchased a lot fronting on the north side of the street along the margin of the river, called "The Keys" (known now as Water Street) and about 250 feet west of what is now called Wisconsin Avenue, and erected upon it a storehouse. Mr. Peter was a member of the Board of Commissioners to whom the management of the affairs of the town had been committed by the Act of Assembly of 1751, for thirty-two years, and was the first mayor of the city upon its incorporation in the year 1789.

He had a very prosperous career and invested largely in lands in Frederick, Montgomery (which was created in 1776 out of a part of Frederick), Prince George's and other counties of Maryland. He lived to see the foundation of the City of Washington laid and was the owner of a large portion of the land which was included within the limits of the Federal City.

Scharf, the Maryland historian, says that Robert Peter, like most of the tobacco merchants of Georgetown and Blandensburg, was a Tory during the Revolutionary War. The following extracts from a letter dated at Georgetown, October 16, 1776, written by

Mr. Peter and Thomas Richardson to Thomas Johnson as the representative of Frederick County in the Revolutionary Convention at Annapolis, disproves this statement and illustrates Georgetown's first embarrassment in the matter of communication with her neighbors in Virginia.

"We presume to address you as a member of our Convention in a matter which we think of the first importance in these times when despatch at ferries is so very necessary."

The letter then proceeds to state that in Virginia ferries were regulated by law, while in Maryland they were not, which was the occasion, as the writers apprehended, of the evils of which they complained; that Colonel George Mason's ferry was established under the Virginia law; that Georgetown also had a ferry, but that Colonel Mason's tenants threatened a suit for presuming to land in Virginia, "so that we are to reap no advantage from our situation on the river, which is wholly claimed by the State of Virginia"; the letter then further proceeds to state that the Georgetown ferryman had been arrested on the Virginia side of the river and taken to Fairfax County jail after having been inveigled into ferrying the sheriff over and landing to collect his fee; all of which the writers thought was concocted "with a design to prevent Maryland from having any ferry over the river at all." They submit the matter of right involved, for future action, and add, "yet when dispatch at ferries is at this time so vastly necessary for the post and for troops that may have occasion to pass, as well as for private travellers, we hope for immediate relief as to our ferryman, so far as it may be thought proper by your Convention, for it is notorious that unless he is released our passage over the Potomac

to the southward or northward will be very much obstructed—the Virginia ferryman having no boats, or at least not a sufficient number for our purposes."

Thomas Johnson, to whom the letter was addressed, was not a member of the Convention, as the writers supposed, but he was the representative of Frederick County in the "Council of Safety" formed in the colony, by which the Convention was called. It was a body of almost equal importance and had charge of affairs while the Convention was not in session. Mr. Johnson transmitted the letter to the Convention and the writers, together with John House, the ferryman, were summoned to attend and appeared before the Convention and their depositions were taken by a committee of that body. What further action, if any, was taken in regard to the matter does not appear, but the State of Maryland, after its formation, passed an act (in 1781) giving authority to the various county courts to issue licenses and prescribe rates of ferriage.

An interesting incident in the life of Mr. Peter, in which his conduct was eminently patriotic, grew out of the importation of certain tea by him a short time prior to the outbreak of the Revolutionary War.

The news of the blockade of the Port of Boston under the Port Bill and of the "Tea Trouble" at that place, and of the proceedings had in the Massachusetts Colony, created great excitement in Maryland, in which the right of England to impose taxes in America for the purpose of raising revenue had been strongly denied and its exercise constantly opposed.

At a meeting of the freemen of Frederick County, held at Charles Hungerford's tavern (Rockville) on June 11, 1774, it was resolved that the town of Boston was suffering in the common cause of America, and that the most effective means for securing American

freedom and the repeal of the obnoxious Acts of Parliament relating to the colonies was to break off communication with Great Britain. A non-importation agreement was generally signed, which was enforced relentlessly.

The brigantine "Mary and Jane," Captain John Chapman, master, arrived in the Potomac in August, 1774, and, having made a landing in the Wicomoco, it was ascertained that she had on board several chests of tea, consigned to Robert Peter and others in the Province; information of this having been communicated to the Committee of Correspondence for Frederick County, that committee immediately met to deliberate what measures should be adopted "on the alarming occasion," as it was called.

Mr. Peter, who had been requested to attend, acknowledged that the tea was shipped in consequence of orders given by him the previous December; that he had relied on the custom which had constantly prevailed in the Province since the partial repeal of the Revenue Act to screen him from censure and to justify his procedure; at the same time he submitted to the sentiment of the committee and declared an entire willingness to abide by their determination.

The committee unanimously resolved "that the importation of any commodity from Great Britain liable for the payment of a duty imposed by an Act of Parliament, however sanctioned by the practice of a part or even the whole of the trading part of the community, is in a high degree dangerous to our liberties, as it implies a full assent to the claim asserted by the British Parliament of a right to impose taxes for the purpose of raising a revenue in America." Therefore, in order to discourage the pernicious practice, they "judged it expedient that the tea in question should

not be landed in America, but that it should be sent back in the same ship."

Mr. Peter readily acquiesced in the judgment of the committee and promised to prevent a delivery if it had not already been made. He intimated a desire that in the latter event it should be stored by any gentlemen appointed by the committee; who thereupon resolved that if the tea had been landed it should be delivered to Messrs. Thomas Johns, William Deakins and Bernard O'Neale. Mr. Peter assented and, according to the chronicle, "pawned his honor for the faithful performance of his engagement." He was then dismissed with the thanks of the committee for his candid and disinterested behavior.

Thomas Richardson, another Georgetown merchant, had just received a quantity of tea from Philadelphia, and, being sent for, stated that he was ready and willing to deliver it to any person whom the committee should appoint, to be safely stored until further deliberation. The committee accepted his proposition, highly commended his conduct, and the tea was delivered to the same persons appointed to receive that of Mr. Peter.

The women of Frederick County were as determined as the men in regard to the non-use of tea. After the beginning of hostilities, one of them wrote:

> "We have resolved to drink no more tea for years to come —not until the war is ended; but we will eat mush and milk, drink water and live frugally until our fathers, sons and husbands and brothers achieve a brave victory."

The destruction of the tea in Boston Harbor in 1774, by a party of men disguised as Indians is in every primer of American history; but the still bolder act of the Marylanders in the destruction of tea at Annapolis is comparatively unknown.

In the month of October, 1774, the brig "Peggy Stewart," Captain Jackson, arrived at Annapolis, having on board 2,320 pounds of what the chronicles of the time describe as "that detestable weed" tea, consigned to a company of merchants in that city. Upon learning of its arrival, the Committee of Anne Arundel County called a meeting of the inhabitants. The deputy collector and the captain of the ship being present, the question was moved and seconded whether the tea should be landed in America or not; it was unanimously determined in the negative and a committee of twelve persons was appointed to prevent the landing of that part of the cargo.

The meeting adjourned for a few days and in consequence of a more general distribution of notices, when it met again the number of those in attendance was greatly increased. The consignees were called before the committee and an offer to destroy the tea was made by them; the committee reported this to the meeting, with a statement of their opinion that if the tea was destroyed by the voluntary act of the owners and proper concessions made, nothing further should be required. This not being satisfactory to all present, Mr. Stewart, one of the firm, voluntarily offered to burn the vessel and the tea in her, and that all proper acknowledgments should be made and published in the Maryland Gazette. The acknowledgment was unique and of the most abject character. The consignees severally signed a paper acknowledging that they had committed "a most daring insult and act of the most pernicious tendency to the liberties of America," humbly asked for pardon for the offense and declared that in the future they would never "infringe any resolution of the people for the salvation of their rights, nor do any act injurious to the liberties of the people." The acknowledgment concluded as follows:

"And to show our desire of living in amity with the friends of America, we do request this meeting, or as many as do choose to attend, to be present at any place where the people shall appoint, and we will there consign to the flames or otherwise destroy as the people may choose, the detestable article which has been the cause of this, our misconduct."

After signing this agreement, the owners of the tea went on board the vessel, her sails being set and her colors flying, and set fire to the tea, which, with the vessel, was consumed in a few hours, in the presence of a great concourse of spectators.

"An enemy of the cause of America" stigmatized the above proceeding as a "riot," and intimated that Mr. Stewart, one of the firm, had excited animosities by his spirited protest against the adoption at the first public meeting held in Annapolis after the passage of the Boston Port Bill of a resolution, among others, of a retaliatory kind—"that the gentlemen of the law in the Province should decline bringing action for debts due to persons in Great Britain"; that his enemies had stirred up the populace against him, and that the people were so inflamed that they threatened death to him and destruction to his store and dwelling house, and that Mr. Stewart's "voluntary act" in setting fire to the ship was all that saved him, if not from the death and destruction threatened, at least from tar and feathers; and he lamented that the civil power at the capital of Maryland and the residence of the Governor was "unable to cope with or curb the fury of an exasperated people."

The passage by the British Parliament of the Stamp Act in March, 1765, excited great indignation in Maryland. In August of that year Zachariah Hood, who had been appointed by the British Ministry as the Stamp Distributor for Maryland, was burned in effigy

by the people of Fredericktown. The County Court of Frederick County on the fifteenth of November, 1765, declared its unanimous opinion to be "that all proceedings shall be valid and effectual without the use of stamps." The clerk of the court, who feared to issue writs without the stamped paper, refused to comply with the order of the court; whereupon he was committed by the court for contempt.

The Sons of Liberty publicly paraded and held a mock funeral, in which was carried a coffin with the inscription "The Stamp Act; Expired of a mortal stab received from the Genius of Liberty in Frederick County Court 22 November, 1765; Age 22 days."

Early Hopes of Commercial Greatness.

The situation at the town at the head of navigation, on one of the noblest rivers of the world, which penetrated far into the interior of the continent, and the unsurpassed water power at her very doors, coupled with other natural advantages, justified the faith entertained at an early period in her history by her people—and which has been cherished by the generations who have succeeded them—that she was destined to become the seat of an extensive commerce and of large manufacturing enterprises. Imbued deeply with this idea, her efforts to remove impediments to trade and intercourse with the country surrounding her and to improve her business facilities, have been energetic and unremitting; so long as she possessed the power of individual municipal action she never hesitated to spend her funds liberally for the accomplishment of these objects. She extended her favor and practical aid to every project and to every enterprise which promised to promote the welfare of her citizens, whether it had for its object the purchase of a toll bridge, or

toll road, the improvement of the navigation of the river, in which her outlays of money borrowed for the purpose and interest thereon amounted to upwards of $170,000, the opening of some new channel of communication with the country around her, or the exemption from taxation of a manufacturing enterprise. That her ambitious dreams have not been realized and that she has lost the rank and commercial eminence she had once attained and held as a seaport town is to be attributed to the perversity of that fate which disappoints the best grounded hopes and expectations of men, rather than to any lack of enterprise, or energy, on the part of her people.

Prior to the year 1774 the possibility of improving the navigation of the Potomac to a point convenient to the western rivers had been suggested.

General Washington, who had spent his youth and early manhood in the valley of the Potomac and who had acquired a thorough familiarity with it through hunting expeditions, surveys for Lord Fairfax, and in the military service of the colony of Virginia, which latter took him across the mountains to the Ohio on several occasions, become convinced at an early day of the feasibility of such improvement by the construction of canals around the various falls, and of its necessity from a military as well as a commercial point of view as a protection to British interests in the territory west of the mountains against the encroachments of the French, then in possession of Canada. He sought to enlist the Provinces of Maryland and Virginia in the scheme long prior to the Revolutionary War.

In 1770 he wrote to the Governor of Maryland, saying:

"There is the strongest speculative proof in the world to me of the immense advantages which Virginia and Maryland

might derive (and at a very small expense) by making the Potomac the channel of commerce between Great Britain and that immense territory: a tract of country which is unfolding to our view, the advantages of which are too great and too obvious, I should think, to become the subjects of serious debate, but which through ill-timed parsimony and supineness may be wrested from us and conducted through other channels."

His efforts were unavailing. The jealousy of Central Virginia in favor of the James River route militated against the Potomac scheme, while in Maryland the jealousies of Georgetown and Baltimore for the western trade had grown up and what was attempted to be accomplished by one in the way of legislative action was opposed and counteracted by the other.

Although unsuccessful in securing concerted action between the two colonies, Washington procured the passage, in 1772, of an Act by the Virginia Assembly, for the formation of a company, with authority "to cut, support and repair, such canals, locks and other works" as might be necessary for "the expansion of the navigation of the Potomac River from tide water to Fort Cumberland." In aid of the enterprise a lottery was authorized and Patrick Henry, Robert Carter Nicholas, Peyton Randolph, Richard Bland, Benjamin Harrison of Berkeley, William Nelson, William Byrd, John Page, Benjamin Waller, Charles Carter of Shirley, Archibald Cary, George Wythe and John Blair were named, by the Act, as managers of it.

In the year 1772 John Ballendine, the owner of a tract called Amsterdam at the Little Falls, submitted to the English merchants a plan and proposals for the improvement of the navigation of the Potomac above tide-water by which he proposed to make the river navigable and not to ask any recompense from them until

the Colonial Governors of Maryland and Virginia had certified that he had satisfactorily accomplished what he proposed doing in this way. He sought local aid, and a subscription paper was circulated in Georgetown and elsewhere in the Province which was signed by several persons, and which, with the signatures, is as follows:

"We, the subscribers, have considered John Ballendine's plan and proposals for clearing Patowmac River and do approve it; to enable him to set about that useful and necessary undertaking do hereby agree and promise severally to contribute such assistance or pay such sums as we respectively subscribe to the trustees named in the said proposals, or to their order, at such times and places and in such proportions as shall be required for the purpose of clearing said river.

"Witness our hands this 10th day of October 1774.

"N. B. As nothing effectual can be properly done for less than thirty thousand pounds, this subscription is not binding unless the value of thirty thousand pounds Pennsylvania currency should be subscribed.

"G. Washington, 500 pounds, Virginia Currency.

"Ralph Wormley, 500 pounds Virginia Currency.

"Th. Johnson, Jr., for self and Mr. L. Jacques, 400 pounds, Pa. Currency.

"George Plaix 300 pounds, currency.

"T. Ridout, 200 " "

"Daniel Dulaney's son, Walter £200, currency.

"David Ross for the Fredericksburg Company, 500 pounds Pa. Currency.

"David Ross for himself, 300 pounds Pa. Currency.

"Daniel and Samuel Hughes, 500 pounds Pa. Currency.

"Benjamin Dulaney, 500 pounds, Pa. Money.

"Thomas Ringgold, 1,000 pounds, Pa. Currency.

"W. Ellzey, 100 pounds.

"Jonas Clapham, 100 pounds, Virginia Currency.

"William Deakins, Jr., 100 pounds—dollars at 7s. 6d.

"Joseph Chapline, 50 pounds, common current money.

"Thomas Richardson, 50 pounds, Pa. Currency.

"Thomas Johns, 50 pounds, common current money.

"Adam Stephen, 200 pounds, Pa. Currency.

"Robert and Thomas Rutherford, 100 pounds, Pa. Currency.

"Francis Deakins, 100 pounds, common Currency of Maryland.

"Ch. Carroll of Carrollton, one thousand pounds—dollars at 7s. 6d."

Nothing was accomplished under the Virginia Act of 1772 or under the proposals of Ballendine, and this was due, doubtless, to the disturbed condition of affairs caused by the Revolutionary War.

After the Revolutionary War a more favorable temper was developed in Virginia, but the merchants of Baltimore were powerful in that day as in this, with the Legislature in opposition to any measure which it was supposed would attract trade to any other market or not tend, directly or indirectly, to advance its interests.

After the proclamation of peace, Washington made a tour of the western parts of New England and New York and traversed the country at the head of the Eastern Branch of the Susquehanna and his mind reverted to the scheme of former years. He became more convinced of the advantages of the Potomac route and he addressed himself with renewed vigor to the effort of making the Potomac the channel for the conveyance of the extensive and valuable trade of the "rising empire," as he called the country west of the mountains. He wrote letters to the Governors of Maryland and Virginia and to members of Congress urging the importance of action. In a letter to Jefferson, after adverting to the measures that would be

unquestionably taken by New York and Pennsylvania to acquire and keep the trade of the western country, he says:

"I am not for discouraging the people of any state from drawing the commerce of the Western country to its seaports —the more communications we open to it the closer we bind that rising world (for indeed it may be so called) to our interests and the greater strength we acquire by it. Those to whom nature affords the best communication will, if they are wise, enjoy the greatest part of the trade. All I would be understood to mean, therefore, is that the gifts of Providence may not be neglected."

The recommendations of the successful general of the Revolution received more attention than had been bestowed upon those of the Fairfax County surveyor, and his efforts resulted in the incorporation of the Potomac Company by the two states in 1784, with authority to improve the navigation of the river, to charge tolls, etc. General Washington became president of the company, which was the pioneer work of magnitude in the United States in the line of internal improvement enterprises.

The citizens of Georgetown, appreciating the importance of the enterprise to them, subscribed liberally to the stock of the company.

After years of toilsome work and the expenditure of three quarters of a million of dollars in digging canals around the Little Falls, the Great Falls and other places and removing obstructions, the company succeeded in establishing an uncertain sort of navigation for gondolas and keel boats, as they were called; the burthen of the boats averaging from ten to twenty tons. The gondola was a roughly-constructed open boat and when it arrived at its destination on tide-water, was sold after

the cargo had been removed. The keel boat was more costly and pretentious, being fitted up with cabins and conveniences and would return with a light freight. It seems difficult to realize in this day of splendid transportation facilities by steamboat and railroad that the return trip against the current was accomplished by "poling," assisted by iron rings placed in the rocks along the bank at regular distances, and by the device called "a Yankee windlass" at others.

One of the men who thus navigated the river, the elder Dickey, at the Great Falls on the Virginia side of the river, was alive at an advanced age a few years ago. He told me that the "poling" of the boats up the Potomac "was the hardest work ever done by man."

While it was used 1,211,903 barrels of flour and 42,456 barrels of whiskey, among other articles, were brought to tide-water, realizing $238,117.66 in tolls. The value of this merchandise was $9,935,964.00, and 15,000 boats of 179,554 tons in the aggregate were employed in its transportation.

During its existence the trade of Georgetown extended as far as Fort Osage on the Missouri to Lake Erie and to Mobile. The route to Fort Osage was first up the Potomac 220 miles, then overland to Brownsville on the Monongahela, a branch of the Ohio, 25 miles, thence down the Ohio to its junction with the Mississippi, up the Mississippi to St. Louis and afterwards by the Missouri to the Fort. For Lake Erie the goods were sent over the same route to Cincinnati on the Ohio, thence up the Miami of the Ohio to its farthest point at Lorimer's Store, thence overland 35 miles to Fort Wayne on the Miami of the Lakes, and down this river to Lake Erie. For Mobile the goods were sent from Georgetown to Brownsville by the above route, then down the Monongahela and Ohio to the mouth of the Tennessee river,

then up this river to the Mussel Shoals or to Colbert's Ferry, thence overland to the Tombigbee at the junction of that river with a branch called the Yibby, 120 miles, thence down the Tombigbee to Mobile.

Such inland trade (not by water) as the town enjoyed in its early days with the country immediately surrounding her came over the following roads, viz., the Main Road, leading from the town to Bladensburg which crossed at the ford of Rock Creek; the road to Fredericktown; the road to Watts Branch; the road from Rock Creek Ford to Rock Creek Church, and the road across the river in Fairfax County leading first to Magee's and later to Mason's Ferry.

There was a road to the Washington side of Rock Creek opposite Bridge Street which was not much used prior to the construction of a bridge across the creek by the town in 1788—the water being too deep to ford. Robert Peter, Thomas Beall of George, and William Deakins, Jr., commissioners for the construction of this bridge, invited proposals for the work by the following advertisement:

"To be let to the lowest bidder on Monday the 19th instant at Mr John Suter's in Georgetown, the building of a bridge over Rock Creek near said town. As this is a building of some consequence it is expected that no person will apply but those who are well qualified to execute the work in the neatest manner and to give ample security for the performance."

Georgetown intended evidently in this instance to build well, but after some years of useful service the bridge was the scene of a melancholy accident; it gave way one stormy night and precipitated into the creek —then a considerable body of water as we have seen—a stage coach which was crossing it and the driver and

horses were drowned. After this occurrence and the repair of the bridge a lively fancy aided by a little superstition on the part of the denizens of the vicinity had no difficulty in outlining on stormy nights the ghostly figure of the driver, with his coach and horses crossing it as he had been wont to do in the days of the flesh. The traditions of the town are particularly rich in stories of ghosts and hobgoblins. Among them may be mentioned the "Drummer Boy of the Little Falls" and the "Headless Man of K Street Bridge." Although the former has never been actually seen since his death, it may be asserted upon the authority of several more or less veracious persons that the roll of his drum can be distinctly heard at the gruesome hour "when night and morning meet," when church yards are supposed to yawn and graves give up their dead. The tradition in regard to the drummer is that during the early part of the Revolutionary War he was drowned in crossing the river while proceeding to a muster on the Virginia side. What caused the appearance of the headless man of K Street bridge I have not heard, and whether his forbearance has been due to a moral perception of the impropriety of taking what did not belong to him, or of the inutility to a spook of such an appendage as the head, it seems that he has never made an effort to supply himself with that article at the expense of any of those who have had occasion to pass that locality. The only losses of heads which he has been known to have caused have been of a purely figurative character.

Flour Inspectors and Their Oaths of Office.

In 1771 an act was passed providing for an inspection of flour at the town. The preamble recites "that it is represented that discoveries had been made of certain

deceits practiced by the manufacturers of flour to the great prejudice of the buyers thereof and injurious to the community," and to prevent the same the commissioners were authorized to appoint "a person of good repute and acquainted in the goodness and quality of flower" to be inspector.

Four brands were established, superfine, fine, middling and ship stuff, and the fee allowed for inspection and branding was 1½d. for each cask.

At a meeting of the commissioners on February 21, 1772, they elected Thomas Brannan to the office of Inspector under this act, and, according to their minutes, he took "the several oaths of Government" and repeated and signed the following test, viz.:

"I, Thomas Brannan, do declare that I do believe that there is not any transubstantiation in the sacrament of the Lord's supper or in the elements of bread and wine at or after the consecration thereof by any person whatsoever."

The "oaths of Government" referred to were commonly known as the oaths of "Allegiance, Abhorrency and Abjuration"; without the taking of which and subscribing the above test no person was capable of holding any "Office, Deputation or Trust" within the Province. Brannan was succeeded in office by George Walker some years afterwards on account of inability to perform its duties, he being, in the language of the record, "at present confined in Montgomery County jail." The cause of his incarceration is not stated; it was perhaps for nothing worse than inability to pay his debts.

The foundation of the colony had been laid by a Catholic nobleman and a band of emigrants mostly of the same religious persuasion; who sought a retreat in the New World from a land of persecution, and under

whom, says Bancroft, "religious liberty obtained a home, its only home in the wide world."

It offered an asylum to the Puritans and all shades of dissenters and non-conformists from Virginia and other colonies from the persecution to which they were subject, and of which they availed themselves so largely that they soon outnumbered the Catholics.

The tolerant spirit which prevailed is evident in the form of the oath taken by the early Governors in which they pledged themselves "not to trouble, molest or discountenance any person whatsoever in said Province professing to believe in Jesus Christ for or in respect of his or her religion" nor to "make any difference of persons in conferring rewards, offices or favors," but merely as they should find them faithful and well deserving and "endowed with moral virtues and abilities fitting for such rewards, offices and favors."

In 1649 "an act concerning religion" was passed which declared that "the enforcing of the conscience in matters of religion have frequently fallen out to be of dangerous consequence" and that, "the better to preserve mutual love and unity," no one professing to believe in Jesus Christ should be troubled in the free exercise of his religion.

A writer describing the condition of affairs in the colony in 1656, where he then resided, says that "The several Opinions and Sects, which lodge within this Government, meet not together in mutinous attempts to disquiet the power that bears rule" and that "the Roman Catholic and Protestant Episcopal (whom the world would persuade have proclaimed open wars irrevocably against each other), contrary wise concur in an unanimous parallel of friendship." It is almost incredible that a colony which had experienced the benefits of and prospered under the liberal and wise

régime of the first Calverts should have ever given a place on its statute books to laws conceived in the spirit of bigotry and patterned in servile manner upon the prescriptive Acts of the British Parliament.

The condition of affairs which prevailed in the early days was happily restored by the Maryland Declaration of Rights and Constitution adopted in 1776, which declared "that every man having property in, a common interest with and an attachment to the community ought to have the right of suffrage" and "that as it is the duty of every man to worship God in such manner as he thinks most acceptable to Him, all persons professing the Christian religion are equally entitled to protection in their religious liberty," and ought not to be molested in person or estate on account of their religious profession or practice.

The Town in the Days of the Revolution.

During the Revolutionary War Georgetown suffered, of course, from the general depression of trade, but she was not idle. There is ample evidence that during this period all her energies were devoted to the advancement of the American cause.

At a meeting of the inhabitants held at the county court-house November 18, 1774, a committee was appointed to carry into execution the association agreed on by the Continental Congress, and among the names are those of John Murdock, Thomas Johns, William Deakins, Jr., Bernard O'Neill, Brooke Beall, Joseph Threlkeld, Walter Smith, Thomas Beall of George, Francis Deakins, Caspar Schaaf, and Richard Crabbe, all of whom lived in Georgetown or near it. On the Committee of Correspondence which was appointed for the county, Georgetown was represented by Thomas Johns, Walter Smith, William Deakins, John Mur-

dock, Bernard O'Neill, Casper Schaaf and Thomas Cramphin.

The history of Frederick County, of which the town formed part prior to 1776, and of Montgomery County, which was in that year created out of the lower part of Frederick, during the struggle, is one which the people of these counties may well contemplate with emotions of patriotic pride. Georgetown was no insignificant actor and factor in it. Her forges and smith shops resounded with the manufacture of arms; the work of recruiting for the service went on continuously; she became a great depot for the collection of military supplies, and several of her sons attained distinction in the Maryland Line, so famous in Revolutionary annals. Two companies of riflemen from Frederick County, one under the command of Captain Michael Cresap, and the other under the command of Captain Thomas Price, were the first to go to the assistance of Massachusetts after the Battle of Bunker Hill, June 17, 1775. They left Frederick Town on the 18th of July, 1775, and marched five hundred and fifty miles to Cambridge.

In January, 1776, the Maryland Convention resolved that the Province "be immediately put in the best state of defence," and that a sufficient armed force be raised for its protection. John Murdock became the Colonel, Thomas Johns the Lieutenant-Colonel, William Brooke the First Major, and William Deakins the Second Major of one of the battalions of Frederick County militia raised under this resolution. They were all residents of Georgetown or its suburbs, as were also Captain Benjamin Spiker and the other officers and men of the battalion.

John Yoast, a Georgetown gunsmith, entered into a contract with the Maryland Council of Safety to fur-

nish a number of muskets. Major William Deakins, Jr., of the 29th Battalion, in a letter to the Council, dated at Georgetown December 18, 1776, recommends Yoast very highly, saying that he was a man much to be depended on and would not deceive the Council; that he had a number of hands employed and was well prepared to carry on extensively the work of gun-making.

The muskets, as described in the requirements of the Council were to be 42 inches in length, $\frac{3}{4}$ of an inch at the bore, $1\frac{1}{2}$ inch diameter at the breech and $\frac{7}{8}$ of an inch at the muzzle, with good double bridle locks, black walnut or maple stocks and plain strong brass mounting, bayonets with steel blades, 17 inches long, steel ramrods, double screws, priming wires and brushes fitted thereto, with a pair of brass moulds for every 80 muskets, to cast 12 bullets on one side and on the other side to cast shot of such size as that the muskets will chamber 3 of them.

Thomas Richardson, whose name is appended to the letter to Mr. Johnson, which has been mentioned, was a Quaker, but evidently one of the militant kind, for he led one of the first companies out of Georgetown to the seat of war. Alexander McFadden was the first lieutenant and John Peter the second lieutenant of this company. Thomas Beall, perhaps the one of that name who was afterwards one of the trustees of the Federal City, raised a company of riflemen, which was assigned to duty in Colonel Moses Rawlings' rifle regiment and took part in the engagements around New York. This regiment was sent by General Greene to reinforce the garrison of Fort Washington, on the Hudson. They made a stubborn defense to the attack of Knyphausen and Rahl with 4,000 Hessians and Waldeckers and (says Scharf, from whom the facts

in relation to this engagement are taken) held their entrenchments on the north lines against five times their number, until, in the charge finally made by the attacking party, besiegers and besieged, owing to the indisposition of the riflemen to retreat even when overpowered, became mixed together; but their rifles having become fouled and useless from frequent discharges, their colonel wounded, their flanks turned, and receiving no support, they were forced back, fighting all the way, until within a hundred yards of the fort, which soon surrendered. General Greene said that if this regiment had been supported, Knyphausen could not have gained the north lines; that the defense elsewhere was irresolute, but that had it been "like that of Rawlings' riflemen, it would well-nigh have crippled the enemy." It cost Knyphausen nearly 800 men to force the single regiment of Rawlings back. The regiment was complimented by General Washington for "the great spirit with which it behaved on this occasion."

Captain Leonard M. Deakins' company of Colonel Griffith's battalion was recruited from the young men of the town and neighborhood and started for the scene of war in July of 1776. His brother Francis was engaged in recruiting a company at the same time, who were supplied with guns and blankets and left Georgetown, taking up their line of march in the same direction the following August.

William Deakins, Jr., the brother of Leonard and Francis, above mentioned, was active in various ways in the cause. He was one of the "worshipful justices of the county" and as such presided at the trials of a number of persons who had been indicted for "damning Congress," "wishing success to the King's arms," "damning Whigs and rebels," and other grave

offenses against the peace and dignity of the newly declared sovereign and independent State. He was, as we have seen, the second major of Murdock's regiment of militia. His regiment being called to the front, he entered upon active service and subsequently attained the rank of colonel in the Maryland troops. The same rank was attained by the gallant Captain Thomas Beall. Another citizen of the town, James M. Lingan, whose sad fate in the so-called "Federalist" riots in Baltimore in 1812 made his name historic, was a gallant officer in the Maryland Line, in which he attained the rank of Lt. Colonel.

These fragments of the town's history "in the times that tried men's souls" have now been for the first time gathered together; they will serve to correct in the future any impression which might otherwise prevail that during the Revolutionary War Georgetown had no history to boast of. I am led to say this by reason of the fact that General W. H. F. Lee, in response to the address of welcome delivered by Commissioner Wheatley to the visitors from Virginia at the celebration which was held in Georgetown over the opening of the new free bridge over the Potomac, stated, in the midst of a tribute, which was otherwise graceful, eloquent and generous to the heritage of glories which the old town may justly consider as hers, that he had not been able to find that she had taken a conspicuous part in the Revolutionary War.

In March, 1776, a vessel under Captain Conway, arrived in the Eastern Branch of the Potomac with nearly 6,000 pounds of powder on board, for the Maryland authorities. In a letter from Jonathan Boucher to the Council of Safety, dated March 15, he states that "the people had become somewhat dispirited on account of the want of arms and ammunition, par-

ticularly the latter," but that since the arrival of the powder the change was obvious and "that they were now busy casting buck shot and getting their fire arms in order."

The writer expresses the hope that some of the powder will be allotted to the locality, as the people were apprehensive that an armed force of the enemy would proceed up the river to Alexandria. The powder was safely landed at Blandensburg. Upon the request of George Mason and John Dalton, of the Committee of Fairfax County, ten barrels of the powder were delivered to them.

The apprehensions of the people that the Potomac would be visited by the vessels of the enemy proved to be well founded, but Alexandria and Georgetown were not their objective points.

Under date of July 26, 1776, the Council of Safety wrote to the Delegates in Congress, that the "Fowey" and the "Otter" of Dunmore's fleet, with a number of vessels having the Tory families on board remain in the mouth of the St. Mary's River, and that the "Roebuck" and six or seven other vessels have moved up the river as high as Quantico in Virginia where they stopped to take in water, that it was reported they had landed at William Brent's and burned his house, and that they had then crossed the river and landed at Colonel Smallwood's on the Maryland side.

Lord Dunsmore in a report to Lord Germaine, the British Secretary of State, under date of July 31, 1776, states that not finding sufficient water at St. George's Island he sent the "Roebuck" and the "Dunmore" with transports carrying the empty casks, up the river and obtained a good supply; that a number of rebels had assembled at the house of Brent, who was one of their colonels; that a force from the vessels was landed

and the rebels fled; that Brent's house was burned "and having done all the mischief in our power we reembarked without the loss of a man killed and only four or five wounded." He states that they found "only three of the bodies of the rebels, but we flatter ourselves, there were several more, that the rest had carried off." He does not mention a landing at Smallwood's on the Maryland side of the river. Smallwood was also a rebel colonel.

After the War.

After the declaration of peace in 1783 the survivors of the Georgetown contingent in the military service returned to their homes and engaged in business in the town, as did many other officers in the Maryland Line not previously residents of it. General Uriah Forrest, who was originally from St. Mary's County and who lost a leg at Germantown, went to London at the close of the war and established there the firm of Forrest, Stoddert and Murdock, which immediately secured a large trade with the Potomac planters. He amassed a fortune in London, but returned to the United States after the location of the seat of the Federal Government on the banks of the Potomac, and engaged in business in Georgetown. He purchased largely of lots in the new city and of property in its vicinity and in the vicinity of Georgetown. He built and occupied the large dwelling on the south side of Bridge Street, which subsequently passed into the ownership and occupancy of the late William Marbury, the elder. Upon the establishment of the Circuit Court of the District of Columbia, in 1801, he was appointed its clerk.

General Forrest's country seat was Rosedale, now occupied by one of his descendants—Oak View, the

country seat of President Cleveland during his first term of office, was built upon a part of General Forrest's land.

Colonel Charles Beatty, of Frederick County, also a gallant officer in the Maryland Line during the Revolution, located with his family in Georgetown at the close of the war, and engaged in business, as did also Benjamin Stoddert, of Prince George's County, who became the first Secretary of the Navy.

Mr. Stoddert purchased, about the close of the eighteenth century, the square bounded by Prospect, Bridge, Fayette and Frederick Streets and erected his mansion upon the northeast corner on the bold bluff which rises on this corner to a considerable height above the river. The magnificent view of the Potomac and neighboring part of Virginia which is afforded by the locality cannot be surpassed and it was doubtless the controlling consideration which influenced Messrs. Stoddert, Mason, Templeton, Worthington and others in erecting their dwelling houses in this vicinity. There was a flavor of Colonial architecture around the commodious old mansion, which is still standing, although changed in appearance. The property belonged to and was occupied by the late Dr. John L. Kidwell for many years prior to his death.

That the town enjoyed a large foreign trade just after the Revolution may well be inferred from the fact that the following vessels, among many others, plied regularly between her port and the ports of England, viz.: "Charlotte," "Potomac Planter," "Eleanor," "Washington," "Betsey," "Sally," "Maryland," "Nantis," "Lady Mary," and the "Changeable."

The "Maryland," which was a vessel of 400 tons burthen, was the first to sail from the City of Wash-

ington after its establishment, with a full cargo and bound for a foreign port; she sailed from Barry's wharf on the Eastern Branch laden with flour and bound for a foreign market, in the year 1799.

In 1788, Thomas Corcoran, the father of the late W. W. Corcoran, stopped for a few days in Georgetown while on his way to Richmond, with a view to permanently locating at the latter place. He was so pleased with the appearances of business activity and commercial enterprise at Georgetown that he concluded to remain. At this time, he stated that there were in the harbor ten square rigged vessels, two of them being ships, and that a small brig from Amsterdam was taking in tobacco from a warehouse on Rock Creek, at a point below the present P Street bridge.

Georgetown's Former Merchant Marine.

The early part of the last century, even the first half of it, was a period of great prosperity for the town. All branches of business flourished. The inspection of flour in 1820 rose to 107,320 barrels. The town became a great fish market. The yield of the Potomac shad and herring fisheries was enormous. Georgetown sent large quantities of fish to distant points in Maryland, Virginia and Pennsylvania. The finest shad in those days brought $5.00 per hundred and herring 75 cents per thousand; at times so great was the supply that no sale could be had for them at any price and the farmers hauled them away by wagon loads and used them to fertilize their lands.

These were the days of the Conestoga wagons with their equipment of four and six splendid horses, with musical bells, entering the town in long lines, freighted with country produce which was exchanged for other commodities. It was a common sight for High Street

(now Wisconsin Avenue) from Road Street to Water Street, and for Bridge (now M) Street, from High Street far out on the road to the Little Falls, to be filled with them. Herring Hill, the section of the town along Rock Creek near the P Street bridge, got its name from the great quantities of herrings which were caught there.

The Georgetown Exporting and Importing Company was extensively engaged in trade to the West Indies, using in the service several large vessels, the "Eagle," the "Shenandoah," the "Katharine Jackson" and the "Caledonia." The firm of F. and A. H. Dodge, with the "Fidelia" and the "Chase," was also engaged in the same trade.

By acts of Congress, approved July 31, 1789, and March 2, 1799, to regulate the collection of the duties on the tonnage "of Ships and vessels" and on goods, wares and merchandise imported into the United States, certain districts, ports and officers were provided for, among the districts being the district of Georgetown, to include "all the waters and shores from Pomonky creek on the north side of Potomac River to the head of the navigable waters of said river," and for which a collector was to be appointed "to reside at Georgetown which shall be the Sole port of Entry."

From 1801 to 1831 the sum of $520,000 was collected in duties upon foreign merchandise, and from 1790 to 1801 probably $100,000 more at the port.

In the following table compiled from the records of the Georgetown Custom House are given the names of the vessels owned in the town and comprising its merchant marine during the early part of the last century, together with the names of the residents of the town by whom they were owned. The list is accurate so far as it goes, but it is not complete as the early records in the Custom House were loosely kept.

"Atalanta," built in 1809; owned by Washington Bowie, Clement Smith and John Kurtz; burden, 380 32/100 tons; James D. Woodside, master.

"American," built in 1806 for Daniel Kurtz and Henry Smoot, Jr.; burden, 48 88/95 tons; Henry Smoot, Jr., master.

"Ann," built in 1805; John Eliason, owner; burden, 123 25/95 tons; B. Wood, master.

"Adeline," built in 1807 for Francis Dodge of Georgetown, and Robert Dodge of Newburyport, Massachusetts; burden, 132 46/95 tons; John Souther, master.

"Bellona," owner Vincent J. King; master, Joseph Middleton; burden 70 66/95 tons. This was a British vessel, captured and condemned as a prize, and licensed June 28, 1815.

"Betsy," built in 1801 for John Wheelright; burden, 23 31/95 tons; Robert Gibson, master.

"Henry Clay," built at Georgetown in 1816; Richard Parrot, owner; burden, 93 51/100 tons; Bartholomew Wood, master.

"Ceres," built in 1806; John I. Stull and John S. Williams, owners; burden, 98 14/95 tons; Leonard Smith, master.

"Coquette," built in 1816 for Joel Cruttenden and others; burden, 99 55/95 tons; Peter Vail, master.

"Catharine," built in 1810 for Henry Smoot and sailed by him; burden, 33 60/95 tons.

"Caledonia," built in 1828; owners, Walter Smith, Clement Smith, Francis Dodge and E. M. Linthicum; burden, 647 61/95 tons; Hazadiah Coffin, master.

"Francis Depau," built in 1833; owners, Walter Smith, Clement Smith, Francis Dodge and William S. Nichols, Sabret E. Scott and Alexander H. Marbury; burden, 595 82/95 tons; Clarence A. Foster, master.

"Eagle," owned, on November 1, 1828, by Walter Smith and Henry B. Rose; master, William Morrill; burden, 395 tons. This was a British vessel captured August 12, 1812, and condemned. Henry B. Rose was at one time her master.

"Eagle," built in 1805; owner and master, John McPherson; burden 27 63/95 tons.

"Eliza," built in 1808; owner and master, Alexander Semmes; burden, 77 5/95 tons.

"Eliza Ann," built in 1807 for Henry McPherson, by whom she was sailed; burden, 25 56/95 tons.

"Elizabeth," built in 1817; owner, Samuel McKenney; burden, 119 tons; William Loosemore, master.

"Farmer's Friend," built in 1816 for Richard T. and Alexander Semmes; burden 74 33/95 tons; master, Alexander Semmes.

"Fortitude," built in 1811 for Joshua Ellis; burden, 21 25/95 tons; Richard Glover, master.

"Henry," built in 1809 for John Pritchet and by whom she was sailed; burden 51 41/95 tons.

"Hope and Polly," built in 1826; owners, Sabret E. Scott, Francis Dodge and others; burden, 96 tons; E. Baker, master.

"Hornet," built in 1816; owners, John and William Lipscomb; burden, 88 55/95 tons; John Dellanare, master.

"John," built in 1800 for Ezra Simpson by whom she was sailed; burden, 75 53/95 tons.

"Katharine Jackson," built in 1833; owners, Walter Scott, Clement Smith, John Carter, Walter Smith, E. M. Linthicum, O. M. Linthicum, John Davidson, Francis Dodge, Jr., Joseph L. Peabody and George Parker; burden, 456 94/95 tons; John Peabody, master.

"Jane," built in 1820; owner, James C. Wilson; burden, 70 tons; master, Gustavus Harrison.

"Liberty," built in 1815 for Richard Parrot; burden, 79 91/95 tons; Alexis Luckett, master.

"General Lingan," built at Georgetown in 1812 by William Doughty, master ship builder, for Washington Bowie and John Kurtz; burden, 363 76/95 tons; William Weston, master.

"Lottery," built in 1818 for John Peter, William G. Ridgeley and Gustavus Harrison; burden, 57 18/95 tons; Leonard Marbury, master.

"Levisa," built in 1811 for Ebeneezer Eliason and Henry McPherson of Georgetown, and Benjamin Hershey of Montgomery Co., Md.; burden 73 65/95 tons; Spenser Grayson, master.

"Leonidas," built in 1820; Alexander Semmes, owner; burden, 95 82/100 tons.

"Maria," built in 1808; owners, Walter Smith and Clement Smith; burden 104 14/95 tons; John Nelson, master.

"Margaret," built in 1816; owners, William McKenney, William G. Ridgeley, Gustavus Harrison and Raphael Jones; burden, 78 75/95 tons; Bartholomew Wood, master. This vessel was lost with all on board on a return trip from the West Indies.

"James Madison," built in 1816 for Alexander and Ignatius Semmes; burden, 55 13/95 tons.

"James Monroe," built in the Eastern Branch in 1815 for Washington Bowie and John Kurtz; burden, 127 50/95 tons; James D. Woodside, master.

"Mary Elizabeth," built in 1820; owner, John Lacy; burden, 52 tons; William Loosemore, master.

"Malvina," built in 1814; owners, William McKenney and James C. Wilson; burden, 74 75/95 tons; Lemuel C. Neill, master.

"Mary," built in 1816; owners, John Dellanare and Henry Fendall; burden, 92 58/95 tons; John Dellanare, master.

"Mercury," built in 1819; owner, Levin Stewart; burden, 88 55/95 tons; George Stincheomb, master.

"Margaret's Son," built in 1822; owner and master, John Lacy; burden, 47 48/95 tons. This vessel was at one time the U. S. schooner "Jackal."

"Ossipee," built in 1810; owners, John I. Still and John S. Williams; burden, 291 3/95 tons; William Williams, master.

"Olympia," built in 1819; owners, Richard Parrot and John Tayloe; burden, 199 51/95 tons; Alexander Rutherford, master.

"Presage," built in 1808; owners, Washington Bowie, John Kurtz, Clement Smith and Walter Smith; burden, 155 30/95 tons; Alexander M. Rose, master.

"Polly," built in 1801 for Samuel Smoot, by whom she was sailed; burden 30 36/95 tons.

"Potomac," built in 1830; owners, Francis Dodge, Jr., John Davidson and Roswell Woodward; burden, 147 19/95 tons; Paul Baker, master.

"Planter's Friend," built in 1806; owner, Henry McPherson; burden, 33 13/95 tons; Robert Russell, master.

"Panopea," built in 1816; owner, Walter Smith; burden, 205 tons; Eleasur Crabtree, master.

"Rebecca," built in 1811; owner, Ignatius Luckett, by whom she was sailed; burden, 21 35/95 tons.

"Republican," built in 1805 for John B. and Raphael Boarman; burden, 40 88/95 tons; Charles Arnold, master.

"Resolution," built in 1808 for John McPherson; burden 29 tons; Charles Arnold, master.

"Rosanna," built in 1796 for Alexander Smoot; burden, 94 63/95 tons; Elijah Hefferton, master.

"Renown," built in 1827; owners, Roswell Woodward of Georgetown, and others, non-residents; burden, 106 92/95 tons; Abel Stannard, master.

"Rubicon," built in 1825; owners, Sabret E. Scott, Francis Dodge of Georgetown, and others, non-residents; burden, 120 tons; John Stetson, master.

"Rambler," built in 1828; owners, Francis Dodge, Francis Dodge, Jr., of Georgetown, and others, non-residents; burden, 121 tons; Thomas Colley, master.

"Rambler," built in 1802; owner, John Brent; burden, 26 tons; Charles Chiseldine, master.

"Eleanor H. Semmes," built in 1821; Alexander Semmes, owner and master; burden, 122 tons.

"Shenandoah," built in 1823; owners, Walter and Clement Smith; burden 475 49/95 tons; Alexander Rose, master.

"James G. Stacy," built in 1825; owners, Roswell Woodward, George Lowrey and Sabret E. Scott; burden, 74 74/95 tons; John R. Mason, master.

"Sallie," built in 1799; owner, Joseph Radcliff; burden 40 10/95 tons; Charles Minitree, master.

"Elizabeth Sturgis," built in 1817; owners, Walter Smith of Georgetown, and William G. Adams of Alexandria, Va.; burden 160 55/95 tons; Leonard Marbury, master.

"Traveller," built in 1805 for James Cassin; burden, 104 11/95 tons; Josias M. Speak, master.

"Trenton," built in 1815 for John I. Stull and John S. Williams; burden, 93 tons; Robert W. Beaseley, master.

"Two Sisters," built in 1800; owner and master, Joshua Ellis; burden 20 10/95 tons.

"Talbot," built in 1800; owners, Alexander Suter and Joseph Middleton; burden, 40 88/95 tons; Joseph Middleton, master.

"Ulysses," built in 1818; owner, Walter Smith; burden, 392 tons; Alexander M. Rose, master.

"Union," built in 1797 for Joseph B. Parsons of

Georgetown, and George Lake of Washington; burden, 24 21/95 tons; Edward Arnold, master.

"Villorious," built in 1812 for Washington Bowie, John Kurtz and Robert W. Beaseley; burden, 169 57/95 tons; R. W. Beaseley, master.

"Volunteer," built in 1820; owner, Walter Smith; burden, 167 tons; Samuel Gover, master.

"Vernon," built in 1824; owners, Joel Cruttenden and Daniel Wilson; burden, 68 tons; Harrison Harris, master.

"William," built in 1804; owners, Richard Parrot and Daniel Renner; burden 60 59/95 tons; James Spilman, master.

"George Washington," built in 1814; owner, Richard Parrot; burden, 58 58/95 tons; Henry G. Robinson, master.

The Town Incorporated.

The commissioners held their last meeting at the house of Mr. George Baker, January 20, 1789, after having for nearly forty years attended to the affairs of the town. Robert Peter served on the board from 1757 to 1789, a period of thirty-two years. Adam Stewart, a member of the board when the Revolutionary War began, was a Tory and left the country for England. He was the owner of a tract of land which was confiscated by the State.

An amusing story is told by a descendant of one of the first Scotch settlers, who was also one of the commissioners of the town. The latter sent a particularly black specimen of a negro girl home to his mother in Scotland as a waiting maid or attendant. In the course of time a vessel came up the Potomac having the girl on board and also a letter from the old lady to her son. In this letter she thanked him for his filial remem-

brance and went on to say that she had not been able to accomplish anything in the way of a change in the appearance of the girl; "that she had washed, and washed and washed and that the more she washed the blacker the thing got," and that as the girl did not take kindly to her new surroundings and wished to return, she had sent her back.

The town was incorporated under the name of "The Mayor, Recorder, Aldermen and Common Council of Georgetown," on December 25, 1789; Robert Peter was made Mayor by the act of incorporation, John Mackall Gantt, Recorder, and Brooke Beall, Bernard O'Neill, Thomas Beall of George, James Macubbin Lingan and John Threlkeld, Aldermen; and ten persons to be elected *viva voce* were to be Common Council men, who were required to have visible property to the value of £100, and the voters were to be "freemen above the age of 21 years having visible property within the State of the value of £30 Current Money" and who "had resided in the town for one whole year."

The first meeting of the corporation of which there is any record was held November 28, 1791, at the house of Joseph Semmes, at which Thomas Beall, Mayor; Uriah Forrest and Daniel Reintzell, Aldermen, and Valentine Reintzell, Jr., Thomas Corcoran, Charles Beatty and James Clagett, Common Councilmen, appeared and took their seats. On the following day Robert Peter and Charles Magruder appeared and took their seats and were fined 3s. and 9d. each for non-attendance in due time.

On May 2, 1791, the people of the town witnessed a novel spectacle. The ship Termageant, belonging to the house of the Messrs. Clagett, which was anchored in the stream off the town, was discovered to be on fire. The inhabitants and the seamen in the harbor quickly

collected, but were deterred from efforts to extinguish the flames by knowledge of the fact that the cargo consisted in large part of powder.

As the flames progressed and reached the powder, a terrific explosion took place, which shook all the houses in the town. Cinders and pieces of the ship flew in every direction; and the extensive tobacco warehouse of Francis and Charles Lowndes, a short distance from the water, was saved with great difficulty.

On the first Monday of January, 1792, Uriah Forrest was elected Mayor and Robert Peter and Charles Worthington were elected Aldermen. At a meeting held on the twenty-seventh of March, 1792, Peter Casanave and Charles Beatty appeared as Aldermen and Benjamin Stoddert and William King as Councilmen. A supplement was passed to an ordinance for the reassessment of all the property in the town and a bill was also passed to levy a tax upon dogs, whereupon in the quaint language of the journal, "The house discontinues and dissolves for the present."

John Threlkeld was elected Mayor January 7, 1793, and Peter Casanave was elected Mayor January 6, 1794, and at a meeting on the ninth of May, Adam King and John M. Beatty appeared as Councilmen, and Gantt resigning as Recorder, William Hammond Dorsey was elected in his stead. On the fifth of January, 1795, William Turner was elected Mayor and at this meeting authority was given for the removal of that part of the jail built for debtors for the greater convenience of finishing the market house.

The previous meetings of the corporation are silent as to the jail, but at this one a committee was appointed to procure a lot for the purpose of building a new one for the use of the corporation; and notice was given that the next General Assembly would be asked to vest

in the corporation a right to the county wharf, to the front wall of the streets and alleys terminating in the river, and to provide that the fines arising in the Mayor's court be appropriated to the use of the corporation, and to give said Court the right to license ordinary keepers and retailers in Georgetown. This right was then vested in Montgomery County Court.

The meeting adjudged a house built by Adam King, one of its members, in one of the streets as a nuisance, and rather inconsistently allowed it to remain, provided Mr. King paid an annual rent to the corporation of fifteen pounds.

The corporation elected Daniel Reintzell Mayor on the tenth of October, 1796, and John Mason, John French and Anthony Gozler took their seats as councilmen. The next meeting of the corporation was held at the house of Clement Sewall and from the proceedings it appears that the constables of the town, Ignatius Newton and John Sanders, had in their custody a certain Michael Dulaney and a certain Matthew Dulaney on suspicion of having burned the records of the tobacco warehouse, and "it being well ascertained that the county jail is not in a state to insure their safe keeping, and that it is the general wish of the inhabitants that measures should be taken to secure the persons of men who appear to have been guilty of so heinous a crime"; the constables were directed to keep the prisoners in their custody "ironed at hand and foot in one of their own houses or in some other place of safety, under a constant guard by day and night by four men well armed until the adjourned county court to be held at Montgomery County Court House on the second of January next," and then to deliver them to the sheriff of the county. Lloyd Beall was elected Mayor January 2, 1797, and John T. Mason

Recorder in place of William Hammond Dorsey, who had resigned.

On November 3, 1797, an ordinance was passed concerning gambling and a petition was sent to the Legislature of the State asking for some changes in the charter so as to allow the reëlection of a person once before elected as mayor, etc. The Legislature granted the petition and passed an act for the purpose which also authorized the corporation to control vagrants, loose and disorderly persons, and provided that if any such were committed and at the expiration of the sentence should not pay the amount of their fines and prison fees that the sheriff, with the consent of the mayor, might sell such persons as servants for any time not exceeding four months.

At the meeting held February 26, 1798, a committee was appointed to examine the condition of the bridge on Falls Street and to have it pulled down if, in their opinion, in case of a freshet, it would endanger the Market House. This bridge was located on the north side of Falls, now M Street, near the present Potomac Street, across a ravine which commenced at a spring near what is now the corner of Wisconsin Avenue and Q Streets. The ravine took a southerly direction to Falls Street and then to the river. The Market House of that day, a frame structure, was built over the ravine about where the present M Street market house stands. For about sixty years this ravine has been filled up, arched and converted into a sewer; back of the late Dr. Loockerman's residence on First Street there was in this ravine a pond of considerable depth and area which was used by the boys of McLeod's School for bathing and swimming.

The expenses of the corporation for the next year were estimated and the estimate, which is as follows,

shows the economical lines upon which it was conducted:

For Jail rent		$ 80.00
For a house for a common hall		40.00
For Clerk of the Corporation		25.00
For Clerk of the Corporation Court	$ 25.00	
For [redacted] Crier Corporation Court	20.00	
For Prosecutor Corporation Court	20.00	65.00
For two Constables at 30 dollars each	60.00	
For Clerk of the Market	50.00	
For Street repairs	1,005.00	
Total		$1,335.00
To be defrayed through fines derived from: a tax of 3s on the 100 pounds upon the assessable property	$1,066.66⅔	
Revenue from stalls of the Market	80.00	
Revenue from tax on dogs	80.00	
Four billiard tables at 20	80.00	
Fines, &c.	80.00	
	$1,386.66⅔	

That the town was occasionally treated to a theatrical performance appears from the fact that on April 9, 1799, Marlborough Sterling Hamilton, on behalf of himself and company of comedians then in the town, petitioned the corporation to remit part of the tax they were obliged to pay, which was a tax of six dollars nightly for each performance. The law was graciously suspended for their benefit until the thirtieth instant.

Washington Unaccommodating and Georgetown Sarcastic.

On May 18, 1799, a committee was appointed to wait upon the commissioners of the City of Washington and in the name and on the behalf of the corpora-

tion to inform them of ineffectual efforts already made to obtain an instrument for levelling the streets, and to solicit the commissioners to accommodate the corporation with the loan of their instrument for a few days. The committee reported that they had waited upon the commissioners of the Federal City and could not effect the loan of the instrument upon any other terms than the following:

"It must be used by the Surveyor of the City (*of Washington*) and for two days in a week for a term of six days only. That if the business of the Corporation was not effected in this time, upon a future application a further loan might be effected."

Thereupon it was resolved "that the thanks of this corporation be returned to the commissioners of the City of Washington for the extreme politeness and attention with which they have been pleased to accommodate this town by the offer of a loan of the instrument belonging to the citizens of Washington for so great a length of time, as well as for their condescending kindness in pointing out to this corporation *unasked* a proper person to do their work.

"*Resolved*, that during these days for which the Commissioners have determined to loan the instrument in question it cannot but happen that the interests of the City must be materially affected by being for so long a time deprived of the use of it, and that it would be highly ungenerous and improper to profit by the liberality of the gentlemen who superintend the affairs of the City to their evident disadvantage. That the Commissioners of the streets of Georgetown be directed not to accept the loan of the said instrument unless it should be found that the graduation of the whole town can be effected in the space of half an hour and should this not be found practicable they are authorized to purchase

a levelling instrument with the funds placed at their disposal and that a copy of these resolutions be transmitted to the Commissioners of Washington."

The troubles of the committee and of the corporation with regard to the levelling instrument did not end here.

At a meeting held on the twenty-eighth of March, 1800, the street commissioners reported that soon after they were empowered to procure an instrument for levelling the streets they first obtained from a competent judge a complete description of such an instrument and empowered John Mason, one of their number, to write to his correspondent in Philadelphia, requesting him to purchase or have made a complete street level, by said description, provided the same could be had for from 50 to 70 dollars. That they were informed that no such instrument could be had in Philadelphia, but that Mr. Rittenhouse, a mathematical instrument maker near Philadelphia, would undertake to make one and thereupon Mr. Biddle was requested to direct it to be made; that they were disappointed at not getting it in time to use it in the fall and that Mr. Mason had received a letter from Mr. Biddle dated January 16 saying that the instrument was completed and brought to him; that it was a very complete one and that the price was 300 dollars.

The committee were very much astonished at this price and, finding that they had limited it to 70 dollars, they thereupon wrote to Mr. Biddle, suggesting that Mr. Rittenhouse dispose of it otherwise, and that the price so far exceeded their limits that they were under no obligation to take it; but, if it could be obtained for 100 dollars they would pay that price.

A reply was received from Mr. Rittenhouse, stating

that it had been executed at considerable expense and with great care, and saying that as a misunderstanding had taken place he would deduct 50 dollars; the committee submitted the matter to the corporation for its action, and the corporation, upon duly considering it, concluded that they were not bound to take the instrument, by contract, and expressed their regrets that they were precluded from purchasing it by the limited state of their funds.

A Yellow Fever Scare.

The prevalence of the yellow fever at Norfolk and Baltimore in the year 1800, excited the liveliest feelings of apprehension in the town. On August 30, Thomas Corcoran and Adam King were appointed a committee "for removing a certain person by the name of Clotworthy O'Neale, now confined with a fever in a house on the Water Side, who arrived here in the public stage from the southward this morning." The committee were directed to cause him to be removed "to such place as they may think proper, so as to prevent a contagion of the disorder, with which he is now confined." On September 17, another committee was appointed, consisting of Charles Worthington, Thomas Corcoran and John Reintzell, whose duty it was made during the prevalence of the fever at Norfolk and Baltimore to frequently visit the different taverns, boarding houses and stage offices and make inquiry if any person who may come within the same be in a situation to communicate said fever, and to remove suspected or afflicted persons immediately from town; and still another committee was appointed, consisting of Anthony Reintzell, Charles A. Beatty and John Mitchell, to diligently attend the wharves and landing places of the town and to visit all vessels

which may come into the river, and if infected persons are found to prevent them from landing.

The committee on the situation of Clotworthy O'Neale doubtless performed their duty as considerately as circumstances would permit, but there is a suggestion of grim humor not intended by them, of course, in the informal but expressive report which they presented in the shape of the following bill, when taken in connection with the terms of the resolution by which they were appointed:

"Sept. 1800 Corpn. of Georgetown, Dr.
"To cash paid for digging one grave 7 s 6 d."

The committee could have found no place more effective than the grave for preventing a contagion of the disorder with which the unfortunate O'Neale was afflicted.

The fate of O'Neale, dying thus among strangers, was an exceedingly sad one. He had been dispatched by his brother, a boot and shoe merchant in Baltimore, with a vessel loaded with stock, to establish a branch store in Richmond. There he caught the disorder; he was anxious to return to his home, but was refused passage on vessels; he determined to try to reach Baltimore by travelling overland. He was denied accommodations at the houses along the route, and compelled to sleep in barns. When he entered Georgetown he was past recovery from the virulent disease, which had been aggravated by exposure and lack of attention.

The Founding of the City of Washington.

About the time the town was incorporated an event was impending which was to exercise a great influence upon its destiny.

In the year 1789 the subject of a location for the permanent seat of the government of the United States largely occupied the attention of Congress, and various places were active in competition for the honor of being selected, among them Baltimore, Annapolis, Philadelphia, New York, Wright's Ferry, on the Susquehanna; Yorktown, west of the Susquehanna; Harrisburg, on the Susquehanna; Reading, on the Schuylkill; Germantown, in the neighborhood of Philadelphia; Wilmington, Del., and Georgetown, on the Potomac. On Tuesday, September 8, 1789, a petition was presented to the House of Representatives from sundry inhabitants of Georgetown, containing an offer to place themselves and fortunes under the exclusive jurisdiction of Congress in case that town should be selected as the permanent seat of the government of the United States, and in the Senate on Monday, June 28, 1790, a representation of Robert Peter, in behalf of himself and other inhabitants of Georgetown, stating the town to be exceedingly commodious and eligible for the seat of government was read. An act was passed on July 16, 1790, for the establishment of the permanent seat of government of the United States at some place on the Potomac between the mouth of the Eastern Branch and the Conogocheague. The act authorized the President to appoint three commissioners who, under his direction, should survey and by proper metes and bounds define and limit a district or territory not exceeding ten miles square within said limits.

The newspapers of October 26, 1790, chronicle the fact of the arrival at Georgetown on the previous Friday of President Washington, and that in company with the principal gentlemen of the town he set out to view the adjacent country in order to fix upon a

future situation for "The Grand Columbian Federal City," and that he left on Saturday for the Great Falls and Conogocheague; the papers also state that since the visit of the President bets run high in favor of Georgetown.

The Georgetown *Weekly Record* of March 12, 1791, contain the following items:

"Some time last month arrived in this town Major Andrew Ellicott, a gentleman of superior astronomical abilities. He was appointed by the President of the United States to lay off a tract of land ten miles square on the Potomac for the use of Congress. He is now engaged in this business and hopes soon to accomplish the object of his mission. He is attended by Benjamin Banniker, an Ethiopian, whose abilities as a surveyor and astronomer clearly prove that Mr. Jefferson's concluding that race of men were void of mental endowments was without foundation."

"Wednesday evening arrived in this town Major Longfont, a French gentleman employed by the President of the United States to survey the lands contiguous to Georgetown, where the federal city is to be built. His skill in matters of this kind is justly extolled by all disposed to give merit its proper tribute of praise. He is earnest in the business and hopes to be able to lay a plat of that parcel of land before the President upon his arrival in this town."

Both of these gentlemen, L'Enfant and Ellicott, played leading parts in the events which attended the founding of the City of Washington. The original plan of the city was prepared by L'Enfant and submitted in 1791 by President Washington to Congress, which was then in session in Philadelphia, where the plan was greatly admired. Ellicott assisted L'Enfant in making surveys in the city and thus became familiar with the details of the plan.

The appointment of L'Enfant in the first instance

directly by the President led him to suppose that he was accountable to no other authority. He refused to recognize the right of the Commissioners of the city to control his actions, and this disagreement led to his withdrawal from connection with its affairs; he took his plat with him, and the Commissioners were left without a plan. He was succeeded as surveyor of the city by Ellicott, who was directed by the President to prepare a plan. As L'Enfant refused the use of the original it could not be exactly reproduced. Ellicott, however, was able from his knowledge of it to prepare a plan, which, though somewhat variant from the original, was substantially in accordance with its design, and became the plan of the city.

Major L'Enfant always felt that he had been unjustly deprived of the credit to which he was entitled as the projector of the plan, and although Ellicott is not to blame in the matter, it is impossible to read the memorials of the time without a feeling that upon the whole L'Enfant, who had entered upon his duties with a zeal and enthusiasm which was remarkable, was not fairly treated.

The plan upon which the capital has developed and grown within the past 115 years into a marvelously beautiful city, whose attractions are increasing every year, is undoubtedly his. The major's memory has been too long neglected when we consider the double claim which he has on the American people, especially those of the City of Washington, as a gallant soldier of the Revolution and as the designer of this plan. It was prepared with the idea and with the expectation on the part of the founders of the city that the national government would devote the same care and attention to the beautification of its capital that other nations displayed with respect to theirs. It was pro-

jected upon a scale of magnificence in the width of the streets which made it impossible for the municipality unaided to make provision for the paving and keeping in repair of sidewalks and carriageways of the extraordinary width contemplated, yet for upwards of three quarters of a century the corporation of the City of Washington exhausted its funds in a hopeless effort to do so. It was not until several years after the Civil war that Congress awakend to a realization of its duty in the premises.

The city was long criticised as the "city of magnificent distances." A witty French lady in the early part of this century referred to Washington as a "city of streets without houses," and to Georgetown as a "city of houses without streets." When we consider the plan of Washington the reason for the first portion of her remarks is obvious. The latter portion was prompted by the fact that Georgetown was built upon a succession of hills, and the lack of uniformity at the time in the grade of the streets gave an irregular appearance to the houses.

Major L'Enfant.

The career of Major P. C. L'Enfant deserves more than the passing notice which can now be given to him. He was born in Paris August 2, 1754, and died June 14, 1825, at Green Hill, the seat of William Dudley Digges, in Prince George's County, Md., just beyond the District line. He came to America with Monsieur Ducoudray in 1777, during the Revolutionary War. He served as a volunteer and was commissioned as a captain of engineers in the service of the United States in 1778, and was attached to the light infantry in the army of the south; at the assault on Savannah by General Lincoln, he commanded the advance guard of the

American column and behaved with great gallantry, performing the notable feat of leading his men under a heavy fire to the wooden abbatis and applying combustibles. He received a gun-shot wound and fell on the field of battle; he was made a prisoner at the siege of Charleston, paroled and later exchanged for a Captain De Heyden of the Anspach Yeagers, who were part of the Hessian contingent in the British service, and rejoined the army under Washington, where he served as engineer. He was granted a pension of 300 livres by the French King Louis XVI, in consideration of the utility of his services and of the wounds which he had received during the American war. In 1783 he was brevetted as major of engineers by Congress.

After the Revolutionary War he was employed in remodeling for the use of Congress the old city hall in New York, where General Washington was inaugurated as President, and although the expense incident to the completion of the elaborate design was so great as to involve the city in financial embarrassment yet his work was considered to be of such high artistic and architectural merit that he received the thanks of the corporation and the freedom of the city, together with ten acres of land belonging to the city "near Provost lane," which latter he politely declined. He is described as a man marked by a stern independence of character in all circumstances and conditions; independent to obstinacy; one whom no motive of interest or temptation of convenience could sway from his purpose or induce to alter his plan to suit either the taste or the necessities of his employers.

This was well illustrated in the case of his employment by Robert Morris, the Revolutionary financier, to design and superintend the erection of a "palace," as a proposed residence for Mr. Morris in Philadelphia

was called. L'Enfant prepared a design of a very elaborate character and costly in construction. Before the building appeared above ground it is said that a great deal of money had been spent upon it and Mr. Morris met with some difficulty in providing funds for its further progress. He requested Major L'Enfant to make some changes with a view to reducing the cost and was met with a point-blank refusal. As a result the erection of the building was brought to a stop and the major left the city.

Subsequently Mr. Morris, being relieved from embarrassment and in funds, wrote to L'Enfant advising him of the fact with a view to renewing operations on the house. There is a touch of humor in the letter when, after stating that now that the money had been found, he asks the question, "Where shall we find L'Enfant?"

Mr. W. W. Corcoran, who lately departed this life in the city of Washington full of years and of honor, and who cherished to the last an affectionate interest in Georgetown, which was the place of his birth and the home of his childhood, had a very distinct recollection of the personal appearance of L'Enfant, the latter having been a frequent visitor at his father's house. He described him to me as a tall, erect man, fully six feet in height, finely proportioned, nose prominent, of military bearing, courtly air and polite manners, his figure usually enveloped in a long overcoat and surmounted by a bell-crowned hat—a man who would attract attention in any assembly. The late John H. B. Latrobe of Baltimore, who was the son of Benjamin H. Latrobe, at one time architect of the Capitol and at another surveyor of Washington, also had a clear recollection of Major L'Enfant and his description of him agreed with Mr. Corcoran's. All accounts concur in

depicting the major as a man of honorable and high spirit and of great abilities in his profession, but impulsive, and, as General Washington said of him, "of untoward disposition."

Under date of September 11, 1789, Major L'Enfant wrote to the President in New York as follows:

"The late determination of Congress to lay the foundation of a city, which is to become the capital of this vast empire, offers so great an occasion of acquiring reputation to whoever may be appointed to conduct the execution of the business that your excellency will not be surprised that my ambition and the desire I have of becoming a useful citizen should lead me to wish a share in the undertaking.

"No nation, perhaps, had ever before the opportunity offered them of deliberately deciding on the spot where their capital city should be fixed or of combining every necessary consideration in the choice of situation, and although the means now within the power of the country are not such as to pursue the design to any great extent it will be obvious that the plan should be drawn on such a scale as to leave room for that aggrandizement and embellishment which the increase of the wealth of the nation will permit it to pursue at any period, however remote. Viewing the matter in this light I am fully sensible of the extent of the undertaking, and under the hope of a continuance of the indulgence you have hitherto honored me with I now presume to solicit the favor of being employed in this business.

"And now that I am addressing your excellency I will avail myself of the occasion to call to your attention an object of at least equal importance to the dignity of the nation and in which her quiet and prosperity are intimately connected—I mean the protection of the seacoast of the United States—this has hitherto been left to the individual states and has been so totally neglected as to endanger the peace of the Union, for it is certain that any insult offered on that side (and there is nothing to prevent), however immaterial it might be in its local effect, would degrade the nation and do

more injury to its political interests than a much greater degradation on her inland frontiers; from these considerations I should argue the necessity of the different bays and seaports being fortified at the expense of the Union in order that one general and uniform system may prevail throughout, that being as necessary as an uniformity in the discipline of the troops to whom they may be intrusted.

"I flatter myself your excellency will excuse the freedom with which I impart to you my ideas on this subject. Indeed my confidence in this business arises in a great measure from a persuasion that the subject has already engaged your attention. Having had the honor to belong to the corps of engineers, acting under your orders during the late war and being the only officer of that corps remaining on the continent, I must confess I have long flattered myself with the hope of a reappointment, a hope which was encouraged by several of the individuals of the former Congress—and now when the establishment of a truly federal government renders every post under it more desirable I view the appointment of engineer to the United States as the one which could possibly be most gratifying to my wishes, and though the necessity of such an officer to superintend and direct the fortifications necessary to the United States is sufficiently apparent, the advantages to be derived from the appointment will appear more striking when it is considered that the sciences of military and civil architecture are so connected as to render an engagement equally serviceable in time of peace as in war, by the employment of his abilities in the internal improvements of the country.

"Not to intrude any longer on your patience, and without entering on any particulars relating to my private circumstances, of which I believe you are sufficiently informed, I shall conclude by assuring you that, ever animated as I have been with a desire to merit your good opinion, nothing will be wanting to complete my happiness if the remembrance of my former services, connected with a variety of peculiar circumstances during fourteen years' residence in this country,

can plead with your excellency in support of the favor I solicit."

The Establishment of the National Capital Causes Distress to the Landowners.

The arrangement effected by President Washington with the proprietors of the land to be included within the limits of the "Federal City," provided that when it was laid out, upon such plan as the President might approve, the streets and such other portions of the land as might be selected by the Federal authorities, should belong to the United States; and seventeen selections were made, called "Appropriations" or "Reservations." It further provided that as to the "residue of the lots," that is the lots available for private buildings, an equal division of them should be made between the Federal authorities and the proprietors.

The fact that the establishment and maintenance of the national capital was regarded as in every sense a national undertaking and not one of which the people of the city were to be compelled to largely bear the burdens is shown by the above letter and by one which I will now read, written by Daniel Carroll of Duddington, one of the original proprietors of the land in the city of Washington, and which was written in reply to a communication of Henry J. Brent, dated July 24, 1837, propounding an inquiry as to the manner of the relinquishment of right in the streets of the city to the general government. Mr. Carroll's reply was as follows:

"In answer to yours, I fear that the deeds will fully express the relinquishment of right in the streets to the government. I nevertheless perfectly remember that the general opinion was that so great was the gift that the citizens would

never be subject to taxation for the improvement of the streets —having relinquished every alternate lot to the government. Indeed, some were so wild as to suppose the donation was so great the government might pave the streets with ingots of gold or silver. After nearly a half century the result is now fully known; the unfortunate proprietors are generally brought to ruin, and some with scarcely enough to buy daily food for their families. This subject is so truly frightful to me that I hate to think of it, much less to write of it."

All the writers who have considered the consequences of the establishment of the city of Washington on the fortunes of the land owners in the city have assumed that the conversion of their farms into city lots was attended with an extraordinary addition to their wealth; on the contrary, the fact is that owing to the destruction of the land for farming purposes and the lack of demand for the lots into which the farms had been divided, coupled with increased taxation, which they were unable to pay, the land owners were in reality in most instances seriously embarrassed, and many of them, as stated by Mr. Carroll, were brought to bankruptcy and ruin.

David Burnes, one of the largest of these owners, wrote to the commissioners of the city on the fourth of November, 1792, making a strong appeal for advances on account of the portion of his lands which had been taken for public purposes, stating that he was badly circumstanced and that his house was full of creditors.

His daughter and heiress, Marcia, who married General John P. Van Ness, reaped some of the advantages of it during her brief life, but the location of the federal city upon his lands destroyed his homely but comfortable farm life, and produced for Mr. Burnes, until the time of his death in 1799, only dividends of vexation and distress.

It is commonly supposed that the reason why the attractive plateau east of the Capitol did not show much progress after the city was laid out, and the tide of improvement, such as it was, took other directions, was because of the high prices at which Mr. Carroll and other owners held their lots, but they could not have controlled the situation, even if they had desired to do so, as the government was the owner of one half of the lots. The fact is that they did everything in their power to induce the erection of buildings and the making of investments in that section. They placed moderate prices upon their lots and gave leases for ninety-nine years, subject to the payment of an annual rent which amounted only to 6 per centum per annum upon such prices, and with a privilege of purchase at any time during the term at the original fixed price. The columns of the press of other cities show that Mr. Carroll offered to donate whole sides of squares in eligible situations to persons who would undertake to build, but could prevail on no one to accept.

Some of the characters and the subjects which have been mentioned deserve a fuller notice and much more might be written upon numerous other interesting phases of the early history of the town, but this must be reserved for a future occasion, as this paper has been extended far beyond the limits proper for the present one.

It will be brought to a close with the story of an humble but much respected inhabitant of the town, upwards of one hundred years ago.

The Story of Yarrah.

In the early part of the last century there was living in Georgetown an African by the name of Yarrah or

Yarrow, who was treated with great kindness by the people of the town generally, on account of the sympathy excited by his peculiar history. As told by General Mason of Analostan Island to Warden in 1811, and given by the latter in his sketch of the District published in Paris in 1816, it exhibits Yarrow as possessed in an extraordinary degree of the qualities which surmount adversity. Before the Revolutionary War Yarrow was brought from Africa to the United States, and there sold as a slave to a family who lived near Georgetown, on the banks of the Potomac. His master gave him his freedom as a reward after many years of hard labor and faithful service. Yarrow resolved to be independent; he toiled late and early and in the course of a few years he accumulated one hundred dollars. This sum was placed by Yarrow in the hands of a merchant, and was all lost through his insolvency and death. Yarrow was much affected by the loss of his fortune; old age was coming on and strength was failing; but he still cherished the hope of independence. He worked at fixed wages during the day, and in the evening made nets, baskets and other articles for sale. In a few years Yarrow was again rich—he had acquired another hundred dollars. This was entrusted to another merchant and lost through his bankruptcy. Yarrow was sad and depressed, but his habits of industry led him still to persevere in the effort to become independent before the day when he could no longer work. He again worked industriously and unremittingly for several years and then found himself in the possession of another and larger fortune—two hundred dollars. A friend explained to him the nature of a bank, and he invested his money in shares of the Bank of Columbia, in his own name. The bank at this time was prosperous; Yarrow's necessities were not great,

and it is said that his dividends afforded him a comfortable support. Although upwards of eighty years of age, he is described as walking erect and being active, cheerful and good natured. On Christmas his great delight was to fire a gun under the windows of the families who were his friends, which was intended as a signal for his dram. When young he was one of the best swimmers ever seen in the Potomac, and even when his muscles were stiffened by age he still found pleasure in the exercise. He was fond of conversation and often related the story of his life, in broken language, as follows:

"Olde Massa been tink he got all de work out of a Yaro bone. He tell a Yaro, go free Yaro; you been work nuff for me; go work for you now. Tankee, Massa, Yaro say; sure nuff, Yaro go to work for *he* now. Yaro work a soon-a-late-a-hot-a-cold. Sometime he sweat—sometime he blow a finger. He get a fipenny bit—eighteen pennee—gib him to Massa to put by—put by a dolla, til come a heap. Oh! poor massa take sick—die—Yaro money gone. Oh, Yaro go to work again. Get more dolla—work hard—more dolla. Gib him now to young massa, he young, he no die. Oh, young massa den broke—den go away. Oh, oh, oh! Yaro old for true now. Must work again—worky, worky, get more dolla. Gib him dis time to all de massa—all de massa can't die—can't go away. Oh, Yaro dolla breed now—every spring—every fall, Yaro get dolla."

In addition to Yarrow's ownership of stock in the Bank of Columbia he was able to further increase his worldly substance by the acquisition of real estate. In the land records of the District there is recorded a deed dated February 8, 1800, from Francis Deakins, executor of William Deakins, to Negro Yarrow, by which the west half of lot 217 in Beatty and Hawkins' Addition

was conveyed to him in fee. The property fronted on the south side of Sixth Street, about midway the square between Market and Frederick.

Mr. Balch states in his Reminiscences that Yarrah was a Mohammedan from Guinea and that an admirable likness of him was painted by Simpson, an accomplished artist and portrait painter of the town.

OLD GEORGETOWN

(DISTRICT OF COLUMBIA)

BY

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Reprinted from the

RECORDS OF THE COLUMBIA HISTORICAL SOCIETY, Vol. 11, 1908

PRESS OF
THE NEW ERA PRINTING COMPANY
LANCASTER, PA.
1908